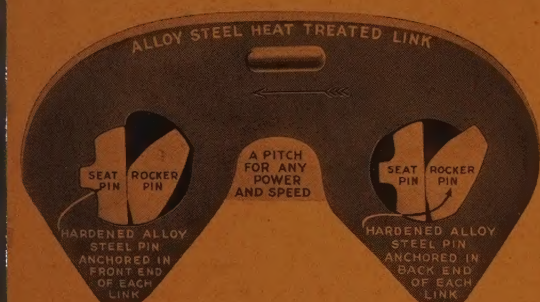


GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

Morse Silent Chain Drives



Stop, Study and Be Convinced

Note the broad bearing on the Rocker Pin on the Seat Pin when the chain is under tension.

Also the dovetailed anchorage of Seat Pin in the forward end of the link and similarly, the well defined anchorage of the Rocker Pin in the rear end of the link.

The clearance of the Rocker Pin in the forward end, and the Seat Pin in the rear end of the link prevent the loss of power due to unnecessary friction.

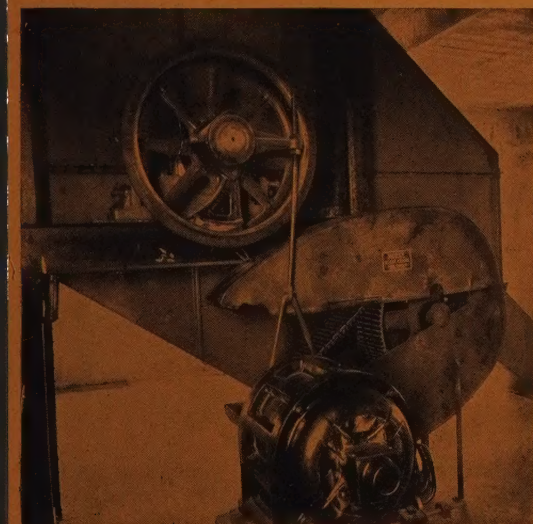
SPECIFY a Morse Double Reduction Rocker Joint Silent Chain Drive on your next elevator head drive on account of its compactness, flexibility, low first cost, accessibility and the low service cost per horsepower hour.

Remember Morse Chains are very efficient and perfect alignment is not necessary, although shafts must be kept in parallel planes to get longest life and perfect service with minimum wear and attention.

If you have not already received our Special No. 28 Bulletin devoted to Morse Silent Chain-Drives in Grain Elevators, write our nearest office for one and it will be mailed to you at once.

MORSE CHAIN COMPANY

Ithaca, N. Y., U. S. A.



An Ideal Drive—Morse Silent Chain Drive on first reduction of a double reduction Elevator Head Drive

ATLANTA, GA. Earl F. Scott & Co., 702 Candler Bldg.
BALTIMORE, MD. 1402 Lexington Bldg.
BIRMINGHAM, ALA. Moore-Handley Hdwe. Co.
BOSTON, MASS. 141 Milk St.
CHARLOTTE, N. C. 404 Commercial Bank Bldg.
CHICAGO, ILL. 112 W. Adams St., Phone Central 6555
CLEVELAND, OHIO 421 Engineers Bldg.
DENVER, COLO. 211 Ideal Bldg.
DETROIT, MICH. 7601 Central Ave.
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NEW ORLEANS, LA. A. M. Lockett Co., 521 Baronne St.
NEW YORK CITY, N. Y. 50 Church St.
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PITTSBURGH, PA. Westinghouse Bldg.
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TORONTO, ONT., CANADA Strong-Scott Mfg. Co., 50 Front St. E.
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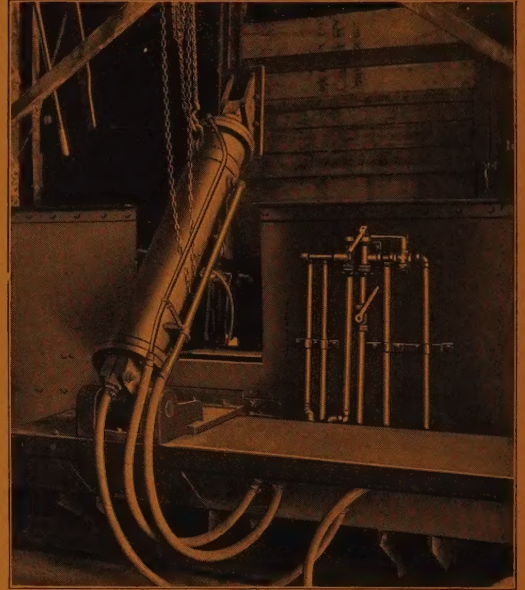
Stop Chopping Grain Doors!

IT'S no longer necessary to chop your way into a car of grain! This tool **pushes** the doors in quickly and easily—entire sections at a time, without breakage.

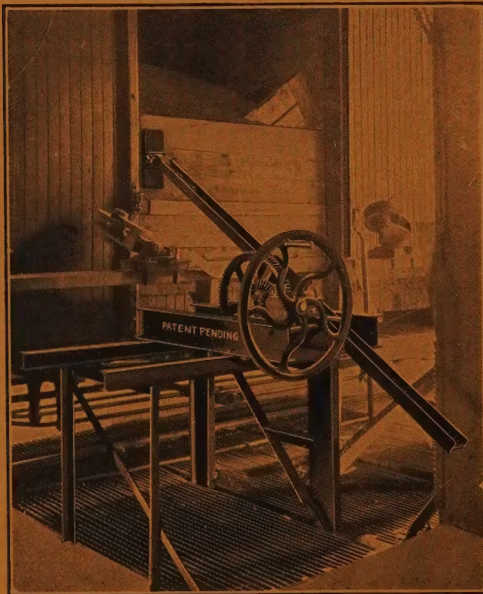
The PETERSON Pneumatic Grain Door Remover

does in two minutes what it formerly took two men to do in 15 minutes to half an hour. With 100 lbs. air pressure it exerts 6000 lbs. pressure on the door. Surplus air available for cleaning, signalling, etc.

Many large elevators have found that the Peterson soon pays for itself in saving time and reducing unloading costs.



PETERSON Pneumatic Grain Door Remover



PANK Grain Door Remover

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This simple, powerful tool costs less than any similar machine on the market. Turning the fly-wheel develops all the pressure needed to open any door, or entire section. Installed in either new or old elevators.

Write for our special catalog on grain door removers.

Increase Your Elevator Capacity With Superior D. P. Cups

Without changing your other equipment in any way you can greatly increase your elevator capacity. The Superior D. P. Cup holds more, can be placed closer on the belt than other cups and discharges perfectly. Large stocks carried in Minneapolis. Write for details.



Everything for Every Mill and Elevator

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Beasley Grain Co., J. N., grain and seeds.
Great West Mill & Elevtr. Co., millers, grain dlsr.*
Kearns Grain & Seed Co., grain, field seeds.*
Kenyon Grain & Seed Co., grain and hay.
Stone, Lester, grain merchant.*
Strader Grain Co., U. S., grain, seed, feed.*

ATCHISON, KANS.

Blair Elevator Grain, The, grain merchants*

BALTIMORE, MD.

Chamber of Commerce Members.

Beer & Co., Inc., E. H., grain, hay, seeds.*
Hammond, Snyder & Co., Inc., receivers, exporters*
Lederer Bros., grain receivers.*

BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.*
Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.
Cargill Grain Co., grain merchants.
McConnell Grain Corp., commission and brokerage.*
McKillen, Inc., J. G., consignments.*

CAIRO, ILL.

Board of Trade Members.

Halliday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Wilder-Murrell Grain Co., track buyers grain and seeds.*

CHICAGO, ILL.

Board of Trade Members.

Armour Grain Co., Grain merchants.*
Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Hardware Co., grain commission.*
Chicago Grain & Salvage Co., salvage grain.*
Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
Dole & Co., J. H., grain and seeds.*
Harris, Winthrop & Co., grain commission.*
Holt & Co., Lowell commission, grain and seeds.
Hulburd, Warren & Chandler, stocks, bonds, grain, etc.
Lambson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., commission merchants.*
Rosenbaum Grain Corp., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
Thomson-McKinnon, members leading exchanges.

CINCINNATI, O.

Grain & Hay Exchange Members.

Cleveland Grain & Mig. Co., grain merchants.*
DeMoleet Grain Co., receivers and shippers.*
Harris & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers and shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

*Members Grain Dealers National Association.

CROWLEY, LA.

Lyman, C. W., broker corn, oats, feeds, hay.

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
Farmers Union M. & E. Co., millers, grain mchts.*
Pelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*

DES MOINES, IA.

Board of Trade Members.

Lockwood, Lee, broker.

DETROIT, MICH.

Board of Trade Members.

Caughey-Joesman Co., grain and field seeds.*
Lapham & Co., J. S., grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*

DULUTH, MINN.

Board of Trade Members.

White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

FORT DODGE, IOWA.

Christensen, George, grain broker.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Bewley Mills, flour milling.
Burrus Mill & Elevtr. Co., flour milling.
Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Gladney Grain Co., consignments.
Rosenbaum Grain Corp., J., grain merchants.*
Kimbell Milling Co., millers and grain dealers.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Morrow & Co., Jos., grain and cotton.
Rogers Co., E. M., strictly bkg. and consignments.*
Service Grain & Comm. Co., bkrs. consgnmts., cash gr.
Smith Bros. Grain Co., consgnmts-merchants.*
Terminal Grain Co., grain, hay, millfeed.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Rothschild Co., S., grain, c/s products, rice, b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Southwest Grain Co., consignments, country run grain.

INDIANAPOLIS, IND.

Board of Trade Members.

Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Malbucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.

Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Commission Co., consignments.
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Uplike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

KNOXVILLE, TENN.

Lackey, Douglas W., mlg. grain, milo, alfalfa meal.

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd.

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain and millfeed.*
Gordy Co., C. L., grain brok., hay, grain and mill feed.
Wilson, John R., brokers-grain and mill feeds.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Brandeis & Son, A., receivers and shippers.
Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Thomson Elevator Co., grain dealers.
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moss-Taylor Co., grain and hay brokers.

McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Froedtert Grain & Maltng Co., recvrs. and shippers.*
Kamm Co., F. C., grain shippers.*
Milwaukee Grain Com. Co., recvrs., grain and seed.

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Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
Huehenthal, C. G., gr. mchts., oil meal, chicken feed.
Hiawatha Grain Co., screenings.*
Mainquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

NEW YORK CITY.

Produce Exchange Members.

Abel, Joseph A., grain broker.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Acme Milling Co., millers & grain dealers.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Mashburn-Mullin Grain Co., grain and feed.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Uptake Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., O. C., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

Balsbach, Paul A., grain buyer, all markets.

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*
Heald Grain Co., consignments exclusively.*
Kellogg-Huff Grain Co., grain merchants.*
Norton Grain Co., consignment specialist.*

SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedstuffs, grain, seeds.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*
Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs of select milling wheat.

SIDNEY, OHIO.

Chambers, V. E., wholesale grain.*
Custenbolder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

SIoux CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhisler & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

Bedell Elevator Co., milling wheat.
Blood Grain Co., I. D., receivers and shippers.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Wichita Terminal Elevtr. Co., general grain and elevtr.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

YORK, NEBR.

Hurlburt & Sons, E. L., we ship cracked corn west.

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TOLEDO

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by advertising directly
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Want Ad.

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Hard and Soft Wheat
Corn and Oats
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CONSIGNMENT SPECIALISTS
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The Ady & Crowe Mercantile Co.
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Rocky Mountain Grain Co.
Grain Merchants—Export and Domestic.

Farmers Union Mlg. & Elev. Co.
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Denver Elevator

Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

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Receivers and shippers of all kinds of grain.

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Get in touch with us.

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Halliday Elevator Company
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CAIRO, ILL.

OATS

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McConnell Grain Corporation
Strictly Commission and Brokerage
Buffalo, N. Y.

Armour Grain Co.
Grain Merchants
Buffalo, N. Y.

CARGILL GRAIN CO., Inc.
821 Chamber of Commerce
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We Deliver What We Sell

J. G. McKILLEN, INC.
RECEIVERS
Consignments a Specialty
BUFFALO NEW YORK

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They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

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Incorporated - 1910

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COMMISSION MERCHANTS
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GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.

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ST. LOUIS

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"THE CONSIGNMENT HOUSE OF ST. LOUIS"
GRAIN, HAY, GRASS SEEDS, KAFIR, MILO
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St. Louis New Orleans

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202 Merchants Exchange Bldg., ST. LOUIS, MO.

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GRAIN CO.**

SUCCESSORS TO
GOFFE & CARKNER CO.
Receivers and Shippers St. Louis, Mo.

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MARSHALL HALL GRAIN COMPANY

HANDLED ON COMMISSION
BOUGHT TO ARRIVE
SOLD FOR SHIPMENT
EXPORTERS

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Powell & O'Rourke
Grain Company
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BUYERS—SHIPPERS
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GRAIN BROKER

D4 Produce Exchange New York, N. Y.

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The Sheets Elevator Co.

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Successors to
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GRAIN—HAY—SEEDS
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308-310 Chamber of Commerce, Baltimore

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Consignments Solicited
340-342 Produce Exchange, NEW YORK, N. Y.

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Grain Commission Merchants

Sellers of Cash Grain and
Field Seeds on Consignment
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support it earnestly,
help to advertise it
thoroughly, and
above all do not con-
vey the impression
that it is an indiffer-
ent market by giv-
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Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15½" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.50. Weight 1¾ lbs.

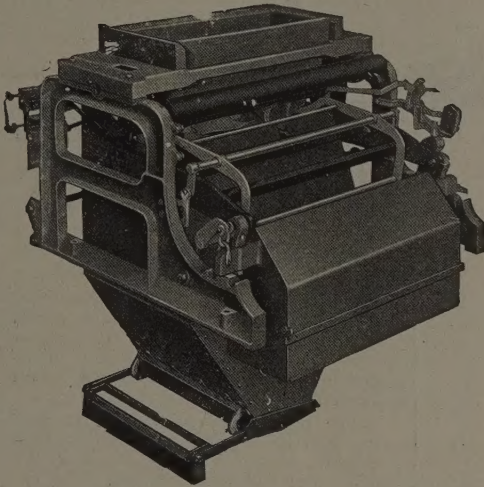
FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.25. Weight 2¾ lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

Neosho Falls, Kan.—We like your Journal and have read every issue we have received.—F. M. Denney & Sons.

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Install a RICHARDSON Fully-Automatic Scale in YOUR elevator. Thousands in use all over the country.

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Wichita

Use Universal Grain Code


and reduce your telegraph tolls.

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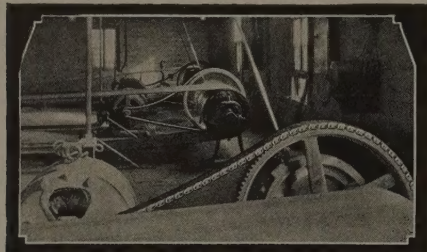
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THIS desirable feat has been accomplished for one plant after another by the installation of American High Speed Chains. Of course, the power and time saving varies for different plants just as it does for different machines, but an appreciable saving can be made for you. One of our engineers will gladly study the power transmission of your plant and approximate the economy right at the start.

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MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

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This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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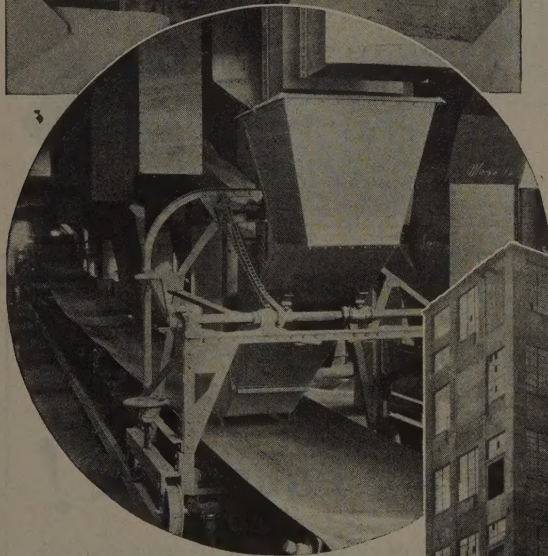
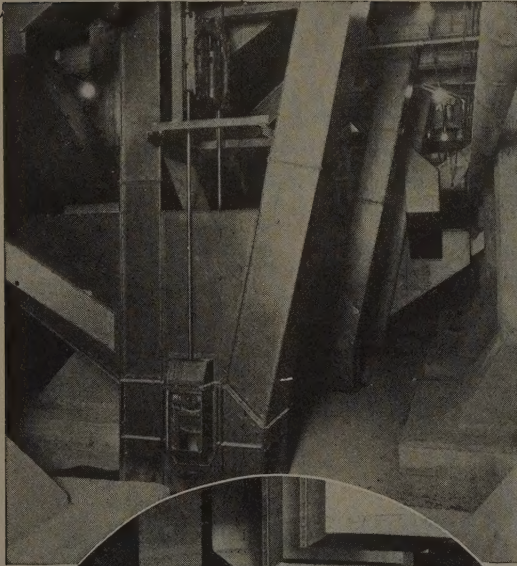
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GRAIN DEALERS JOURNAL

309 So. La Salle St.

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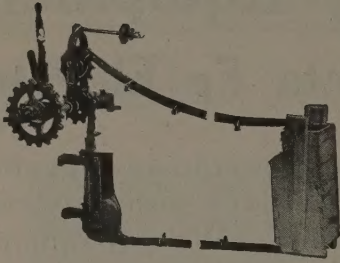
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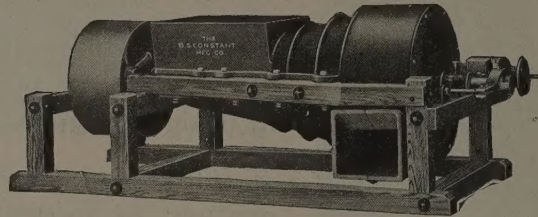


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Here is your combination for speed and insurance against the costly "Choke-up."

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We build our chain feeders to deliver the capacity of the U. S. sheller which is sufficient endorsement of durability and capability.



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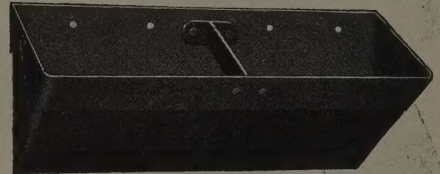
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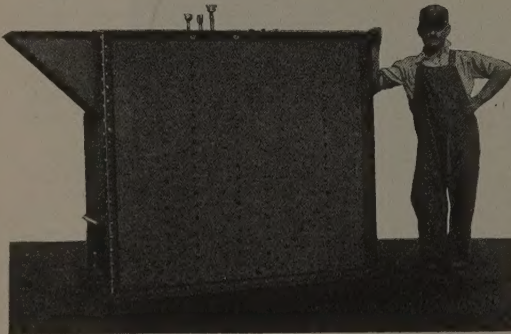
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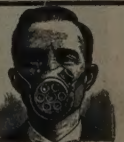
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in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

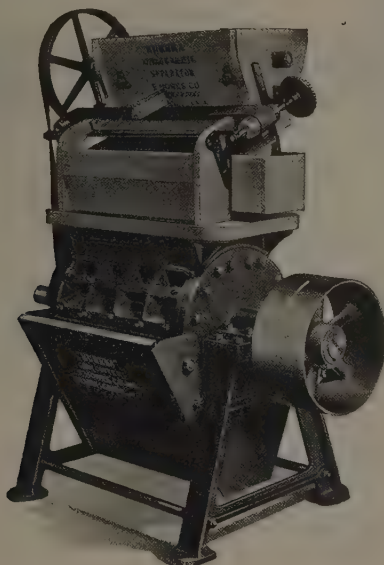
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Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
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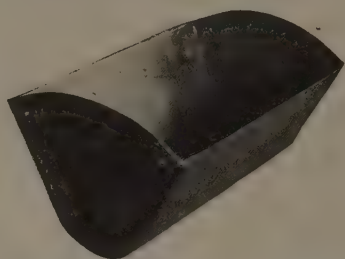
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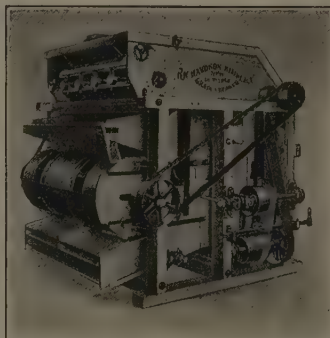


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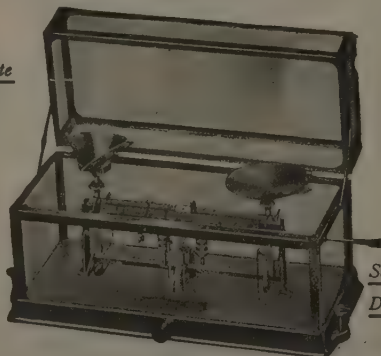
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For determination of percentage of damaged kernels; foreign material other than dockage; wheat of other classes; acidity test of corn, etc.

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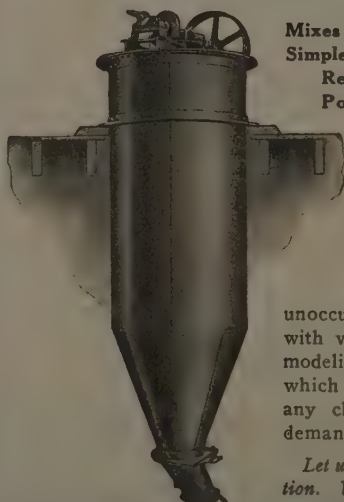
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Here is a feed mixer that will efficiently and economically turn out well mixed soft dairy feeds and scratch grains for poultry—one that can be placed in any unoccupied corner of your plant with very little expense for remodeling or installing; and which is always ready to mix any class of feed your trade demands.

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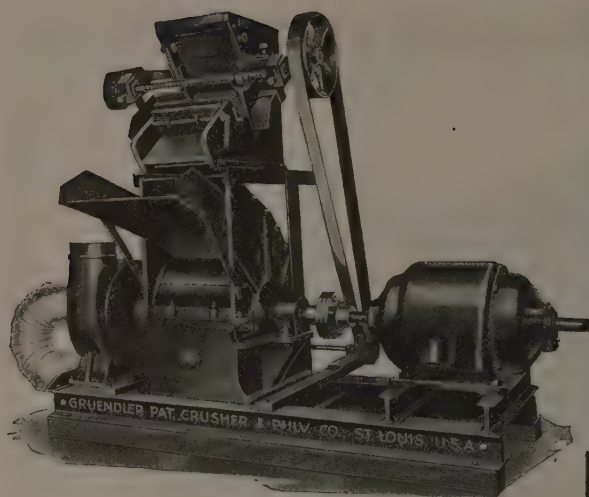
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We are eager to have you prove all the GRUENDLER is claimed for, then you will know what has come to be the trade mark in every Elevator Operator's mind.

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Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

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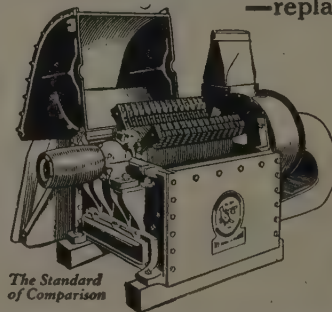
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Crusher—Grinder—Pulverizer

Grinds Any Feed to Any Degree of Fineness

The "Jay Bee" delivers larger capacities with less horse power than any other mill. The "Jay Bee" has no burrs, no knives, no rolls, no breaker plates. Manganese steel hammers, each having sixteen cutting edges reduce friction to a minimum—keep up—keep cost down—replacement parts few.



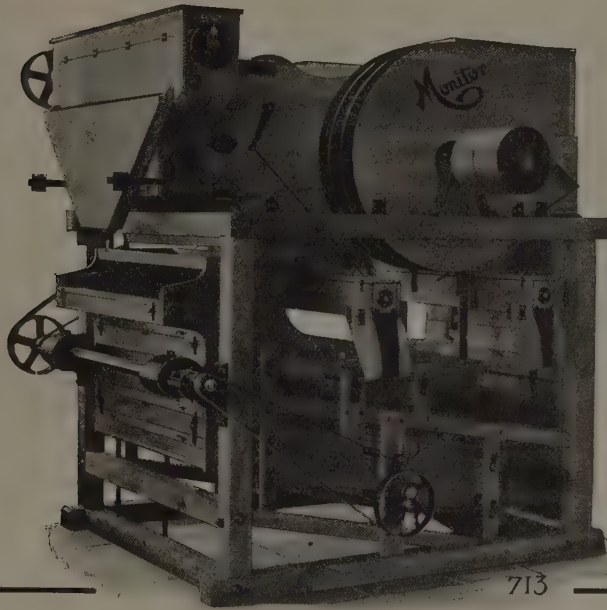
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Beware of imitations. All infringements will be vigorously prosecuted.



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in your bean cleaning operations? Expense; yes, but do the results justify the cost?

With a MONITOR Bean Polisher and Grader at work in your plant, you do get results that do justify the expense. The reduction in cost in hand picking alone, in one season, will go a long way in paying for the machine.

Then, the machine will polish; it will improve the appearance of the beans several cents per bushel.

And if you want beans graded to size, the machine will do that as well as eliminate the splits.

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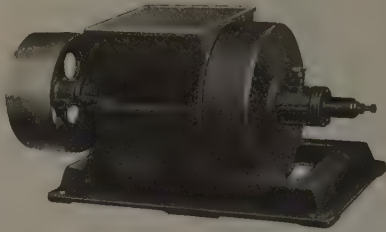
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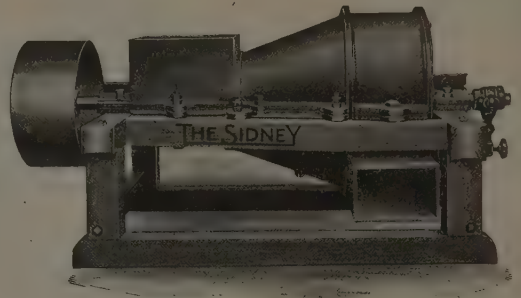


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Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

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Sidney Corn Shellers

All Styles

The Standard for Years

High in Quality--Low in Price

Also cleaners, heads, boots, drags, dumps, buckets and complete equipment for your elevator.

The Sidney Grain Machinery Co.
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Successors to Philip Smith Mfg. Co.



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IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface, close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

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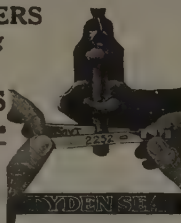
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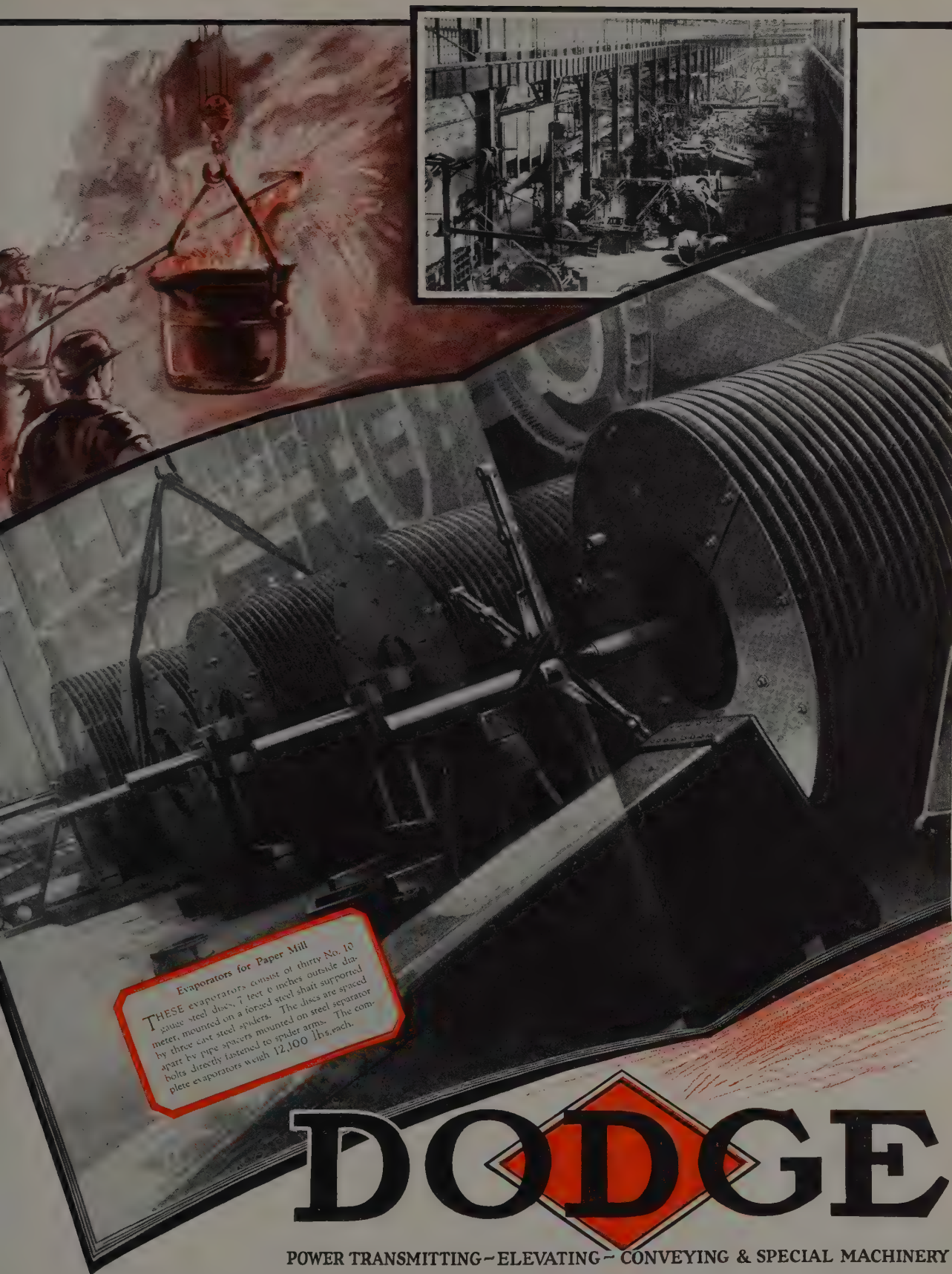


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Our elevators stand every test,
Appearance, Strength, Durability
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Estimates and information promptly furnished

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Built by us at Port Arthur. The group includes elevators for

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2,500,000 Bu. Concrete Grain Elevator

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The Eastern Grain,
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Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company

Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

The Northern Central Elevator, Baltimore—*The Most Modern Elevator in the World*

Designed and Constructed by

James Stewart and Company, Inc.

Grain Elevator Dept., W. R. Sinks, Mgr.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World

1210 Fisher Bldg., Chicago, Ill.



Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

108 S. La Salle St., Chicago

54 St. Francois Xavier St., Montreal

837 W. Hastings St., Vancouver, B. C.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



Kimbell Milling Company Elevator Fort Worth, Texas

Total capacity 800,000 bushels

First unit including headhouse with 550,000 bus. storage completed 1924; second unit of 250,000 bus. storage completed early in 1925.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

706 Mutual Bldg.

Kansas City, Mo.

SULPHUR

Highest quality for bleaching grains. Guaranteed 99.5% pure and entirely free from arsenic. Quick shipment from mines or nearby stocks.

TEXAS GULF SULPHUR COMPANY

GENERAL OFFICES:

41 E. 42nd St.
New York
N. Y.

MINES:

Gulf
Matagorda County
Texas

WESTERN REPRESENTATIVE:

F. W. Lewis
7 So. Dearborn St.
Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

SOUTH DAKOTA—20,000 bu. cribbed house for sale. Handle coal and implements in connection. Doing good business. Address 56B18, Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA—30,000 bu. elevator for sale on CB&Q in good town. Excellent territory and good competition. Priced right. Write 56B16, Grain Dealers Journal, Chicago, Ill.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

NORTHERN ILLINOIS—20,000 bu. cribbed ironclad elevator, in cream of grain growing Winnebago Co., 8 mi. from Rockford; residence and general store in connection. Active sidelines, coal, feed, livestock, etc.; excellent drawing range. L. N. Bowman, Winnebago, Ill.

IOWA—A splendid 12,000-bu. elevator for sale with private owned ground consisting of 6 large city lots, feed mill, sidelines. Only elevator and feed mill in town. Plenty corn, lots of feeding. Reasonable; good terms. Address 55Y17, Grain Dealers Journal, Chicago, Ill.

SEVERAL very desirable elevators and combination elevators and lumber yard plants for sale in Western Iowa and Eastern Nebraska, handling large volume grain, coal, lumber. Territories large. Fine business opportunities. Write 56C23, Grain Dealers Journal, Chicago, Ill.

KANSAS 12,000 bu. elevator for sale cheap; good condition; close to Wichita; including lease on 20 acres good land with fair improvements. Will make fine proposition for party wanting to establish grain and stock business. Address Lock Box No. 854, Wichita, Kansas.

MICHIGAN—In order to settle partnership will sell central Mich. elevator, located in heart of bean district. Electrically equipped and in good condition. Handles feed, coal, cement, fertilizer, posts, fencing, etc., as sidelines. No competition. Address 56C21, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—An old established grain, coal, feed and grinding business for sale; electric power; modern equipment; located in one of the best grain and stock feeding sections of Ill. Good town, 1300 population, fine competition and a good place to make money. Bargain. Reason for selling, am retiring from business. Write 56A15, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA ELEVATORS for sale, one 25,000 and one 30,000 bu. capacity, good grain territory, houses in first class repair and newly painted. Priced right, will consider clear N. Dak. land as part payment, balance cash or good paper. Give full description of land and price in first letter. No inflated values will be considered. Address 56B6, Grain Dealers Journal, Chicago, Illinois.

LINCOLN, NEBRASKA—Terminal Elevator for sale; 90,000 bu. capacity; reinforced concrete throughout; low insurance; electric power; modern equipment—grain drier, cleaners, etc. Favorable trackage on all railroads. No incumbence. Liberal terms of payment. An ideal terminal elevator, so completely equipped one man can operate ordinarily. Formerly property of Ewart Grain Co. For details address Mrs. J. S. Ewart, 2727 "P" St., Lincoln, Nebr.

ELEVATORS FOR SALE.

ILLINOIS—Two cribbed elevators in the heart of the Corn Belt; showing good business. If you want something good write quick to 56C15, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA Elevator for sale, electrically equipped, first class condition, ample territory in good grain belt. A real bargain. Address F. A. Kohlhoft, Stratford, S. D.

FLOUR MILL FREE

Buy the new concrete elevator and get our brick mill free.
C. HITZ & SONS MILLING CO.,
Girard, Kansas.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" column of the Grain Dealers Journal, and select one at a satisfactory price and station.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

OKLAHOMA—15,000 bu. elevator for sale, motor power. Feed, coal, hay, seed store, hay barn, coal sheds. Also 5,000 bu. sweet potato plant. On Rock Island, county seat, good farming country. Mills Bros., Anadarko, Okla.

NORTHWESTERN INDIANA—Elevator, grain and feed business for sale; county seat town of 12,000. Based on last year's profits, business can be paid for in two years. Fine location. Genuine bargain. Address 56B8, Grain Dealers Journal, Chicago, Illinois.

DESIRABLE SOUTHERN MINNESOTA AND NORTHERN IOWA Elevators for sale, handling large volume. Territories large. Will sell plants on reasonable terms. Fine business opportunities. Address 56C22, Grain Dealers Journal, Chicago, Ill.

THE WANTED - FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

Chicago District

Small terminal transfer elevators for sale; fully equipped with cleaners, clippers and sulphuring machinery; first class condition, now operating. Storage capacity 125,000 bushels; handling capacity 25 cars daily. Going concern with established business that will go with elevators. Address 56B12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHWEST IOWA—60,000 bu. cribbed elevator for sale, in heart of corn belt, on Rock Island. Good sideline business in connection. Write 55Z4, Grain Dealers Journal, Chicago, Ill.

FIVE MICHIGAN ELEVATORS for sale, located at desirable points in the best farming country in Michigan. Address 56B3, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA—A good ten dump elevator complete for sale. Good farming territory and nice small town to live in. Address 56A18, Grain Dealers Journal, Chicago, Ill.

SEVERAL GRAIN ELEVATORS for sale at small stations in Northern Illinois, also handling lumber, coal and other sidelines. Holcomb-Dutton Lumber Co., Sycamore, Ill.

NORTHWEST IOWA Elevator for sale; modern equipment. Station will handle one-half million bushels corn and oats. Two elevators; sidelines coal and feed. Address 56C7, Grain Dealers Journal, Chicago, Ill.

INDIANA—36,000 bu. cribbed elevator for sale in county seat town; excellent feed and coal business; private switch. Good reasons for selling. Priced for quick sale. Address 56A13, Grain Dealers Journal, Chicago, Ill.

BARGAIN Grain Elevator with coal and feed trade in best Wis. territory; electric power; corn drying machinery; 125,000 bu. fireproof storage; transit rates to all markets; terms. Write 56B2, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA—12,000 bu. elevator for sale, electrically equipped, truck dump, in best grain land in state. Fine competition; sidelines, flour, feed, coal; main line R. I. Must sell at once. Dirt cheap at \$7,000. Address 56C14, Grain Dealers Journal, Chicago, Ill.

NORTHEAST KANSAS—11,000 bu. elevator for sale on 2 R. R.'s, town 1500, electric power, sheller. Doing good grain, coal, feed business in good corn territory, some wheat. Write 56B20, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maquire, 6440 Minera Ave., Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

ELEVATORS WANTED.

I WANT TO BUY an elevator in the corn belt. Address A. W. Froning, Aurelia, Iowa.

AN EXPERIENCED grain man wishes to lease an elevator in Illinois; best of references. Write 56C8, Grain Dealers Journal, Chicago, Ill.

WANT TO BUY an elevator and coal business the corn belt of Iowa for cash. Address C5, Grain Dealers Journal, Chicago, Ill.

WANT TO BUY or lease elevator in Indiana: capacity 10,000 to 20,000 bus. Address W. A. Kelly & Co., Rodney, Ont., Canada.

FINE FARM FOR ELEVATOR

Will exchange a fine Iowa \$18,000 equity for an Illinois or Iowa Elevator. Address 56B19, Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE for elevator in Kansas or Missouri, a well improved small farm in Johnson County, Kans., close to Kansas City. Address 56C2, Grain Dealers Journal, Chicago, Ill.

WANT TO TRADE a 220 acre farm in Preble Co., Ohio for a good elevator; must be at a good location, doing a good business, Indiana or Ohio preferred. Address 56C6, Grain Dealers Journal, Chicago, Ill.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

BUSINESS OPPORTUNITIES.

FOR SALE—500-barrel oat meal mill, 40 tons per hour feed making plant, and grain elevator. Address C. Elderding, Morris, Ill.

FEED WAREHOUSE for sale situated on Y. C., Buffalo, 1200 ft. track, 15,000 sq. ft. or space. Milling in transit privilege. Write B17, Grain Dealers Journal, Chicago, Ill.

FEED AND GRAIN BUSINESS for sale, located on siding of West Shore Railroad. A fine opportunity for the right party. Write H. Hood & Co., West Coxsackie, N. Y.

MILLS AND ELEVATORS FOR SALE.

INDIANA Flour Mill and Elevator for sale in good location, 10 miles east of Indianapolis; 10 lb. capacity hammer mill feed grinder; good business in connection; 1 acre of ground. Good business. For information call on Wm. Meine, Cumberland, Indiana.

YOU MAY BE MISSING SOMETHING.

AN ILLINOIS elevator company running. A line ad in one issue says: "We had 25 applications from that ad. Thank you."

MILLS FOR SALE.

WILL GIVE someone a bargain in a 40-bbl. roller, feed and meal mill combined, as my wife's health is poor. A. R. Beckett, Cabool, Mo.

WEST MISSISSIPPI Flour Mill for sale, "Midget" 50 bbl. capacity, in first class condition, fully equipped for electric power. Reason for selling, other business in our regular line requires our time. Bargain. Address Gilmer Grocery Co., 818 Ky. St., Memphis, Tenn.

PARTNER WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade through our Partners Wanted column of the Grain Dealers Journal.

SITUATION WANTED.

POSITION wanted as manager of country elevator; 20 years' experience; available at once; references; prefer central Illinois. Address 55Z3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR MANAGER with fifteen years' experience wants position with line company. Reference furnished. Address 55Z9, Grain Dealers Journal, Chicago, Illinois.

MANAGER with 14 years' experience desires position with country elevator; understands sidelines, books; best of references. Address 56A6, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of Farmers or other elevator co., 20 yrs.' exp. grain, coal, sack feed, live stock. Reference by leading grain co. of St. Louis or any other desired. Must get position by April 1. Prefer Missouri. Write 56B11, Grain Dealers Journal, Chicago, Ill.

HELP WANTED WITH INVESTMENT

WANTED SEVERAL EXPERIENCED seed and grain men, willing to work, that have capital to invest in proportion to position held. Small investment only. Must be honest and willing to go anywhere. Address 56C3, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

ELEVATOR MANAGER: Southern Minnesota town of 400 population. Handle grain, coal, feed, etc., also livestock. Practically no competition. Elevator employs second man all year around. Position open March 1st. Exceptional opportunity for capable man. References should accompany letter of recommendation. Address Chas. H. Preston and Co., 610 Plymouth Bldg., Minneapolis, Minn.

ENGINES FOR SALE.

20 H. P. STOVER Oil Engine for sale in good condition, slightly used. Address Emma Co-operative Elevator Co., Emma, Mo.

FOR SALE—One 15 H. P. Fairbanks-Morse gasoline engine. Slightly used. Price \$150. G. & D. Manufacturing Co., Streator, Ill.

GAS ENGINE—30 h. p. Stover, excellent condition. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR SALE—One 8-hp. Fairbanks-Morse gas or oil engine, type NB, in good running order. Have changed to electric power. Address Lone Rock Exchange Co., Lone Rock, Iowa.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

Bargain Sale in Soiled and Shelf Worn Books.

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index, \$1.50 each and postage. Order "Special 411-E."

Gas Engine Handbook, by E. W. Roberts. contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

GRAIN DEALERS JOURNAL,
309 South La Salle St., Chicago, Ill.

MACHINES WANTED.

WANTED—Used Eureka Seed Mixer. Write Hart & Vick, 55 Stone St., Rochester, N. Y.

WANTED—50 bbl. Midget Marvel Mill. Must be in first class condition. Give location and best cash price. Address 56C20, Grain Dealers Journal, Chicago, Illinois.

SCALES FOR SALE.

FOR SALE—One 10,000 lb. Fairbanks Hopper Scale. Josey-Miller Co., Beaumont, Texas.

FOR SALE OR TRADE—One 60,000 lb. Howe hopper scale. O. KOCH, Hutchinson, Kansas.

HOPPER SCALES: One insertion sold mine. I made money and saved the purchaser money, so we are both happy—thanks to the Journal.—E. H.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity, for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.



McMillin Wagon and Truck Dump

Prepare to handle any style or length wagon that may come to your elevator, as the farmers are each year using more of the long coupled wide bedded wagons.

The McMillin dump handles any length wagon or truck, and they can be raised to any slope, even sufficient to discharge grain from the rough wagon beds without the necessity of getting in the bed and kicking or raking it out.

It will dump any length vehicle into one dump door. By extending the track the one device will dump into several sinks in a line in the driveway. Few, if any, changes required in your driveway as it has no connection with driveway floor.

All dumps equipped for operating by hand or power.

Two horse power motor or 4" belt from other machinery is sufficient.

Address

L. J. McMILLIN
525 Board of Trade Bldg.,
Indianapolis, Ind.

MACHINES FOR SALE.

FOR SALE—A Fairbanks 16-in. stone burr mill in excellent condition. Address Cheyenne Wells Elevator Co., Cheyenne Wells, Colo.

FOR SALE—Barnard and Leas Grain Cleaner, 600 bushels. Good as new. First reasonable offer takes it. Wm. Burk & Son, Hallam, Nebr.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

WE CAN REDUCE THE COST of your insurance. Write us for particulars. Enterprise Utility Manufacturing Co. 742 Webster Bldg., Chicago, Ill.

FOR SALE—1 portable bagging scale; 1 No. 7 Invincible Cracked Corn Separator; 1 double stand 9x30 Barnard & Leas Moline Roll, Le Page cut; 1 Brown Portable Bag Piler; 1 two pair high 9x24 Great Western Roll. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

ATTRITION MILLS—20" Monarch, 24" Dreadnaught, ball bearing. 16", 18", 20" and 24" Monarch and Dreadnaught ring oil bearings. Dreadnaught, American and Little Giant corn crackers. Bowsher, Letz and Corn Chief combination mills. 40 H. P. motor, shellers, roller mills, etc. Address L. F. Perrin, P. O. Box 375, Port Huron, Michigan.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

BELT DRIVEN, ball bearing attrition mills: 1 14" Diamond Huller, 1 16" Robinson, 1 20" Monarch, 1 24" Robinson.

Motor Driven Attrition Mills: 1 24" single head Bauer Bros.

Plain Bearing Mills: 1 18" Halsted, 1 18" and 20" Dreadnaught.

1 3 pr. high feed roll 7x18, 1 9x30 and 1 7x14. Corn shellers new and used, 1 corn drier, 1 corn meal bolter, 1 corn meal cracker, 1 corn grader, 1 corn scourer, cyclone dust collectors, all sizes. 1 1000 lb. batch mixer, 1 25 H. P. type Y oil engine. Wheat receiving separators of all makes and sizes, wheat cleaners, clutches, elevators, elevator cups large and small. Write us your wants.

A. D. HUGHES CO., Wayland, Mich.

MACHINES FOR SALE

FOR SALE—Letz Grinder No. 40, good condition. Also 15-20 H. P. Chandler and Taylor automatic steam engine, practically new. Address W. C. Smock & Co., Burrows, Ind.

ATTRITION MILL.

Two 36-in. Bauer Ball Bearing Attrition Mills cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—Machinery from a Terminal Elevator, about new, including 1 carload hopper scale, 20 elevators, 20 motors, 1 Hess Drier, floor and bagging scales and all other necessary machinery. This must be moved soon. Address A. D. Hughes Company, Wayland, Michigan.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.
9 S. Clinton St. Chicago, Ill.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

PUBLIC DRYING.

DRYING GRAIN OR BEANS promptly and efficiently done. We enjoy transit privilege. Noyes Hay Company, Jackson, Michigan.

FLOUR FOR SALE.

MIXED CARS OF FLOUR AND MILL FEEDS in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. ANSTED & BURKE CO., Springfield, Ohio.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.



If You Need HAY write us for delivered prices

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

- " B—Loss in Market Value Due to Delay in Transit.
- " C—Loss in Quality Due to Delay in Transit.
- " D—Loss in Market Value Due to Delay in Furnishing Cars.
- " E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

- 411-A contains 100 sets all Form A. Price, \$2.00.
- 411-E contains 100 sets all Form E. Price, \$2.00.
- 411-B contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

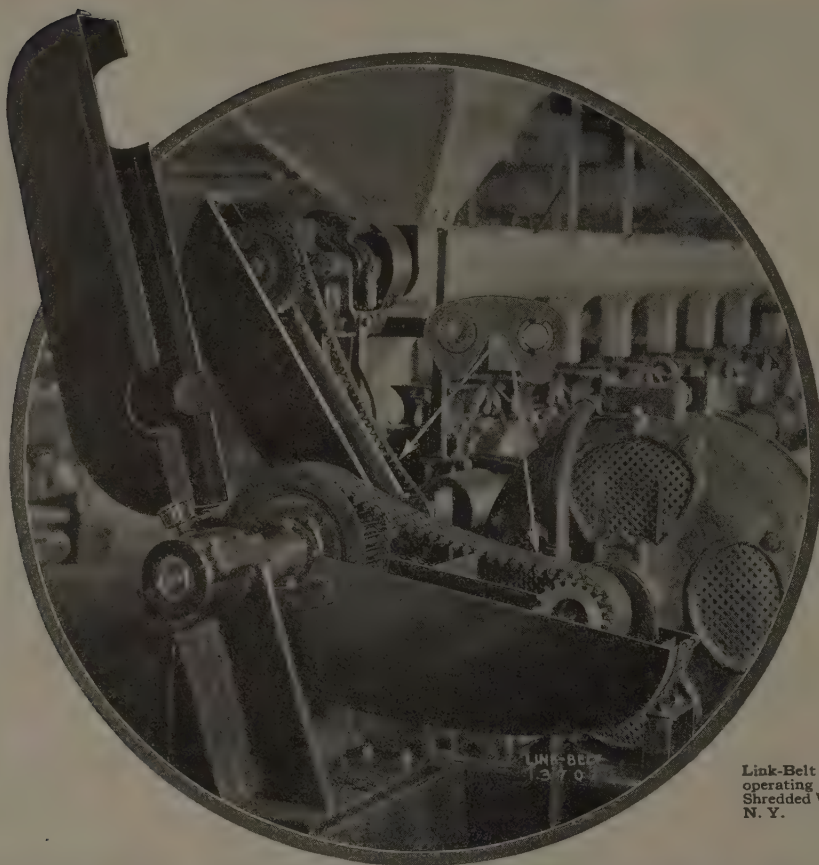
Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm

Capacity of Elevator Post Office

State

309 So. La Salle St. Chicago, Ill.



Link-Belt Silent Chain Drive
operating shredder at the
Shredded Wheat Co., Niagara,
N. Y.

LINK-BELT

IF you knew how economically you can drive your equipment with Link-Belt Silent Chain—your search for an efficient power transmitter would be at an end.

Flexible as a Belt—Positive as a Gear—More Efficient than Either. 98.2% efficient (on actual test). A Link-Belt engineer will be glad to tell you the full story—Write nearest office today.

NOW you can get Link-Belt Silent Chain Drives from 1/2 to 10 H. P. from stock in many cities.

LINK-BELT COMPANY

CHICAGO, 300 W. Pershing Road

Ashland, Ky. - - - - -
V. P. Dalmas & Co., 100 W. Winchester Ave.
Atlanta, 610 Citizens & Southern Bank Bldg.
Birmingham, Ala. - 720 Brown-Marx Bldg.
Boston - - - - - 48 Federal St.
Buffalo - - - - - 745 Ellicott Square

Charlotte, N. C. - - - - -
J. S. Cothran, 909 Com'l Bank Bldg.
Cleveland - - - - - 329 Rockefeller Bldg.
Denver - - - - - 620 Boston Bldg.
Detroit - - - - - 5938 Linsdale Ave.
Huntington, W. Va. - Robson-Fruchard Bldg.

Kansas City, Mo., R. 436, 1002 Baltimore Ave.
Louisville, Ky. - - - - - 321 Starks Bldg.
Milwaukee - Room 1403 - 429 E. Water St.
Minneapolis, Minn. - - - - -
Link-Belt Supply Co., 418 S. Third St.
New Orleans - 504 New Orleans Bank Bldg.

PHILADELPHIA, 2045 Hunting Park Ave.

New Orleans - - - - -
Whitney Sup. Co. Ltd., 733 Tchoupitoulas St.
New York - - - - - 2676 Woolworth Bldg.
Pittsburgh - - - - - 335 Fifth Ave.
St. Louis - - - - - 3838 Olive St.
Wilkes-Barre - 826 Second Nat'l Bank Bldg.

LINK-BELT LIMITED—Montreal, 10 Gauvin Lane; Toronto 2, Wellington and Peter Sts.

H. W. CALDWELL & SON CO.—Chicago, 1700 S. Western Ave.; Dallas, Texas, 810 Main St.; New York, 2676 Woolworth Bldg.
LINK-BELT MEESE & GÖTTFRID CO.—Fresno, Calif., 215 Brix Bldg.; Los Angeles, 400 E. Third St.; Oakland, Calif., 526 Third St.
Portland, Ore., 67 Front St.; San Francisco, 19th and Harrison Sts.; Seattle, 820 First Ave., S.

2594

Efficient Silent Chain Drives

GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, FEBRUARY 10, 1926

A BLOWTORCH in the boot pit of a Montana elevator resulted in its quick destruction. What else could be expected?

WINTER SHELLED corn promises to make a world of trouble for those who attempt to hold it during the germinating season.

DISTRESSED GRAIN in any market invariably drives despair to the downhearted shipper. The safer practice is to put grain in prime condition before starting it to market.

ANOTHER dust explosion is reported in this number, whereby a large elevator at Halifax lost part of its roof and one end wall of its cupola. A complete, modern dust collecting system is no longer a luxury; it is a necessity.

WHEN a buyer during the life of a contract finds that he can not use oats and wires seller to sell elsewhere it becomes seller's duty to act promptly, to minimize the loss. Failure to do so allowed a buyer a new trial in a suit brought by a Cairo shipper to recover \$1,662 lost by standing on the contract until expiration.

LEGS of small elevating capacity are the most expensive kind to install in a house of large storage capacity. If grain in a storage house of 1,100,000 bus. capacity and two 8,000 bus. legs started to heat, it would burn up before the two legs could turn it, and the market would drop a dollar a bushel before the bins could be emptied. The elevator with little legs is out of date.

POOL threats against Kansas grain dealers may be laughed at in view of the decision of the district court recently denying the pool an injunction against a dealer buying wheat of members.

THE CROP KILLERS' Union is greatly excited over the reduced acreage and the freezing and thawing of the soil in winter wheat sections, so the spring wheat farmers can be depended upon to plant a larger acreage than ever.

ELEVATOR OWNERS who place their fire insurance in companies having no surplus are likely to awaken some morning after a serious fire and wonder where they will get funds to rebuild with. Any one can write policies, but it requires ready funds to make good the promises of those policies when the fire occurs.

SMUT effected such a material reduction in the returns received by producers from the 1925 wheat crop that grain dealers everywhere are working vigorously to induce farmers to treat every bushel of seed before they plant the new crop. The heavy discounts suffered by shippers on account of smut in last year's crop will compel greater vigilance in buying the next crop.

"THE JESSE JAMES of the Louisiana Feed Business" was the title given to one feed dealer by another which resulted in a libel suit for \$40,000 damages. While only \$190 was collected the expenses of defense and worry cost a lot more. Discretion in writing letters about individuals is a valuable asset even for a feed manufacturer. The trade may be afflicted with a number of sharks, but Jesse James is dead and it is best not to revive him.

UNDESIRABLE customers, who fail to abide by the spirit and the letter of their contracts, or persist in taking unfair advantage of other dealers are being listed by leading brokers and receivers and lists exchanged with a view to limiting their operations to a narrower field and to protest patrons of the exchange bureau from the sharpers who never intend to deal honestly with anyone. The grain exchanges and the grain trade associations can save their members from many losses, promote the cause of fair dealing and make membership more attractive by entering into this campaign against dishonesty with zest.

THE QUICK TURNOVER of merchandise is said by all experts in retailing to be the only salvation of the successful retailer. An expert who addressed the Interstate Merchants Council at Chicago recently said that many of the retailers must expect to fail, but showed that 75% of those who do fail, fail directly as the direct result of incompetence. Retailers who drift seldom approach their goal because they enjoy drifting so heartily they will not exert themselves to study their business or strive to improve their methods. The grain dealer with the side lines must necessarily avoid accumulating dead stock or tying up his capital in merchandise that will not move. Chicago's most successful wholesaler is said to turn over his entire stock every thirty days.

SENATOR CARAWAY'S bill to prohibit dealing in grain or cotton for future delivery has been strangled and will soon be deposited in a dusty pigeon hole.

POSTPONING estimates of the spring wheat crop until July 10, will make them more reliable. Now in the interest of reliability let the Department abandon its wild guesswork on "intention to plant."

YOUR chances of having good grain of pure varieties to handle will be greatly improved if you see to it that your farmer patrons are supplied with tested seed of superior quality. An increased yield would result in larger shipments from your station.

AS THE GERMINATING season approaches elevator men with full bins must expect to experience more and more trouble from heating grain. Cautious operators watch damp grain and especially corn most vigilantly, and many dealers make it a regular practice to take grain from the bottom of each bin at least once a week. Turning over 50 bus. of grain from each bin every week is not a great expense, but it helps to keep the operator in close touch with the condition of the contents. Such a practice is unnecessary where the bins are equipped with Zeleny thermometers.

THE CHAMPIONS of inland waterways are now talking of making the Mississippi navigable up to St. Paul and the Missouri up as far as Yankton, with the intention of marketing all the grain crops of the adjacent states by water. That may give a chill to some of the new recruits in the railroad business, but men who have participated in these campaigns for the improvement of river navigation do not expect any increase in shipments of grain by water. The theory is splendid, but the two rivers under consideration change their channels so frequently that navigation is always uncertain and accompanied with much danger and doubtless it always will be.

SENATOR CAPPER'S bill to force admission of co-operatives into the cash grain exchanges of Kansas will be invalid without a declaration by the bill and a finding by the Supreme Court that such cash grain trading is "affected with public interest." As to futures Congress so declared and the court accepted its dictum. Will the court hold that if 20 cash grain dealers get together and sell a few cars of wheat daily such business is affected with public interest? This would be stretching bureaucratic control rather far. If actually made effective to such an extent as to be felt by the regular grain dealer the logical outcome would be a repeal of all the rules fixing commission rates; so regular dealers could get as low a rate as the co-operatives by concentrating their consignments to single receivers whose volume would warrant low rates. In that event the co-operatives would lose the benefit sought to be conferred by the Capper bill. Some receivers would be put out of business in all markets, and in the smaller markets so many receivers would go out of business that these public markets would be displaced by private buyers, private terms and private prices to the disadvantage of producers and consumers generally.

THE PRICE FIXING bills introduced in Congress contain no means of protecting the exporting flour miller, and the bills are condemned by representative millers.

CUT THROAT competition is driving many elevators into receivership as well as causing many growers to imagine that the profits of the grain business are ten times greater than they ever have been.

GROWING MIXED varieties of corn in any section always results in heavier discounts for the shippers and lower prices for the growers. Elevator operators who are interested in the welfare of their farmer patrons help them to get better seed of pure varieties.

INVESTMENTS of the Saskatchewan wheat pool in elevators and other assets are to be covered and divided among members by a participation certificate, which is a sort of cumulative preference stock. By so doing they are working away from the annual distribution of proceeds to all contributors and forcing members to become investors.

A GRAIN COMMISSION, as proposed by a member of the Ontario Legislature, to control the elevators at Fort William, seems an unnecessary duplication of control. Manitoba, Saskatchewan and Alberta are much more interested in the grain shipping business at the head of the lakes than is far-away eastern Ontario, and the control can fairly be left to the Dominion authorities now exercising it. Grain handlers of the Western provinces are entitled to the active support of the millers of Ontario in resisting this needless multiplication of expensive commissions.

AN ILLINOIS farmer who lives on a good road which enables him to market grain every month of the year, has proposed that each farmer hold his grain on the farm and market one-twelfth of it each month of the year. No doubt over a series of years farmers who closely follow this practice would realize a higher average price for their grain because buyers would be kept in doubt as to how much more grain they could expect to receive from the last crop. The effect of holding a surplus as generally adopted would no doubt prove profitable for prosperous farmers who have every facility to take care of their grain, but farmers who have not would suffer severely from deterioration, loss in handling, loss due to evaporation and shrinkage, loss due to ratage, fire and pilfering. Then too, they would lose interest on the money.

INCREASING the pay of railroad workers \$165,000,000 a year will not help the farmers to realize higher prices for their grain. They must help to pay the increased freight.

NORTH DAKOTA wheat shippers owe the Jenner Elevator Co. a vote of thanks for its reporting six wheat laden cars which were wrecked near Lehr and published in our "Leaking in Transit" department elsewhere in this number. This information should help the shippers to collect for their lost grain.

THE FARM agitators have so many wild schemes for the relief of the corn growers who have a surplus that the politicians are beside themselves for some dependable guidance as to legislation which will give real relief. In the meantime the wise farmers are feeding corn frantically and thereby utilizing the surplus to their own advantage.

SELF INTEREST in business has become so enlightened that sharp practices are being abandoned by those who expect continued patronage. Even men who made it a practice to take an unfair advantage, and to get the money, now have been forced to square dealing when they see their customers being taken away by those who treat their patrons right.

THE SITUATION in which the Western railroads now find themselves with reference to Panama Canal competition is a good example of the folly of the established policy of rate making which attempts to equalize the transportation charges to every producer in the country regardless of his distance to markets. Adherence to this policy has lost the rail carriers a large part of their thru business; and unless long and short haul relief is granted foreign competitors will come in and take away the trade between the east and west coasts.

ANY RAILROAD which delivers grain shipped on S/O B/L has no right to permit unloading or inspection of that grain until draft is paid and B/L delivered to the carrier's agent. Any practice to the contrary makes delivering carrier responsible for the full value of the grain to the shipper. An Ohio shipper who has been deprived of funds due him for several months was amazed recently to find that the notified party at destination unloaded and sold the grain long ago, but has not yet taken up the draft, and ridiculous as it may seem, the Division Freight Agent insists, "There is nothing irregular in the practice." The courts have all decided to the contrary.

Smut Prevention Week

Grain Smut caused such disastrous discounts in shipments of wheat of the 1925 crop that a more vigorous campaign is being conducted against this disease than ever. The Northwest Grain Smut Prevention Committee of Minneapolis has designated Feb. 21st to 27th as "Grain Smut Prevention Week" and a vigorous campaign is being conducted throughout the spring wheat states to induce farmers to devote that week to testing their seed and treating it with copper carbonate.

Grain shippers generally suffered such heavy discounts on shipments of smutty wheat last year that they will be looking for it with eagle eyes on the next crop. The grain buyers who do not discriminate sharply against smutty wheat on the 1926 crop are quite sure to be swamped with offers of undesirable grain. Grain dealers everywhere can perform a real service to their farmer patrons by warning them against planting seed that is smutty. Dealers know they can not realize as much from shipments of smutty grain as from grain which is free from smut, so it is natural that they can not afford to pay the farmer as much.

The receipts of durum wheat in Minneapolis and Duluth from Sept. 1 to Dec. 17, 1925, totaled 26,690 cars and the inspection certificates on 7,180 cars, or 27%, bore smut notations. The average discount on smutty durum during that period was about 15c per bu. When the farmers understand that they can avoid these heavy discounts by treating their seed wheat with copper carbonate before planting it would seem impossible to induce any farmer to plant smutty seed.

Anti-Future Legislation Dead.

The Caraway bill to prohibit trading in grain and cotton futures has met with such poor support in the Senate com'ite on agriculture that legislation, the purpose of which is to hamper the marketing of farm products in the most efficient way will be discouraged at this session of Congress.

One reason for the lack of support is that the U. S. Department of Agriculture has been getting co-operation from the Exchanges in adopting self-regulating measures. With the Secretary of Agriculture and the business conduct com'ites always in touch with conditions such arbitrary legislation gains no support from cash grain handlers and millers who now feel that the exchanges are doing everything to make future trading of service to them as hedgers.

Millers are members of the Exchanges, and they went to Washington to defend the institutions that provide the means of conducting the business of grinding wheat into flour without the hazard of fluctuating prices.

No champion of future trading could have spoken more effectively than the official spokesman of the Spring Wheat Millers Ass'n of Minnesota, North and South Dakota and Montana before the Senatorial com'ite. As stated by him the com'ite learned the exact truth when he said "The elimination of futures trading as provided for in this bill, will take flour milling out of the manufacturing and merchandising class and place it at once in the

THERE are two kinds of persons in the world: those who think first of difficulties, and those who think first of the importance of accomplishment in spite of difficulties. If a thing ought to be done, the presence of severe obstacles to its doing is only a further reason for bringing it to pass.

class of highly speculative business." Small wonder that the com'ite reported the bill out without recommendation.

The Canadian wheat pool managers also harbor the Caraway idea that exchanges are a leech on the producer and brag about doing business without hedging. They boast that bankers now make loans on wheat without requiring the grain to be hedged. If this is a fact somebody in Canada is doing the highly speculative business that the spokesmen of the Spring Wheat Millers Ass'n condemn. It is historical that all speculators come to grief eventually and the Canadian pool, if it neglects to use the hedging facilities of the Winnipeg Grain Exchange on a falling market will pay the penalty of ignorance, prejudice and incompetency.

Why Dollar of Corn Grower Has Shrunk

The purchasing power of the farmer's corn dollar in 1925-26 has shrunk so far below that of the automobile mechanic, the trainman, the bricklayer, the plumber and the plasterer that corn growers of Iowa have been making loud complaints.

The average farm price of corn in 1919 was \$1.34 per bushel; and altho it is now only one-half that, the farmer finds that the prices of the things he buys have not come down proportionately since 1919. While the corn grower knows he is not getting his due he does not know the reason, and too often looks no farther than the corn buyer at the country elevator. He imagines that the country grain dealer is joined in a conspiracy to deprive him of a fair price for his crop.

The country buyer really has nothing to say about the price to be paid for the farmers' corn. The price is regulated by the demand in the distant terminal market to which the dealer ships, and from which price the dealer must deduct all manner of expenses, to ascertain what he can afford to pay the farmer.

The capital of the country dealer is small compared with the value of the product he buys and ships. The dealer uses the money of the local bank by discounting the B/L with draft. Not counting the capital invested in the grain elevator, building and machinery the dealer needs only a few thousand dollars to handle a large quantity of grain. The result is that he is willing to handle the grain on a small margin of profit, as he turns over his capital several times a year. This margin is so narrow that the dealer who paid the farmer regularly one cent more than the market warranted would be put out of business within a year by the wiping out of his entire working capital. One cent per bushel on 500,000 bus. shipped by a dealer would amount to \$5,000. The only way the dealer can stay in business is by charging all items of expense to the traffic.

The expenses the dealer has to bear in shipping the crops have increased greatly compared with pre-war times. Every item has increased. The paper for his weigh tickets, even costs more money. The dealer's taxes have doubled. His commission charges in the central markets have been raised. Freight

rates have been boosted. All these items and many more have been doubled and trebled and come in between the producer and the consumer.

The corn grower who has to pay a tax per acre fully equal to what the annual rent was before the war will realize what taxation must mean.

The grain dealer is powerless to aid the farmer to cut down these expenses, as they are due to setting aside of the freedom of trade by organized labor, abetted by government agencies. The transportation cost of getting corn to market is boosted by the action of the government Railroad Labor Board in regulating wages, by the Adamson eight-hour law, and by government regulation that makes operation of the railroads more costly.

The governments of Illinois and Pennsylvania have enacted laws giving union labor a monopoly of mining, so that the farmer who buys bituminous or anthracite finds they will mine no coal unless he pays their price. Over this the grain dealer has no control.

In 1914 the Chicago Board of Trade raised the commission for selling a carload of corn from a minimum of 1/2 cent to 3/4 cent per bushel and later to 1 cent per bushel. This was an increase at 100 per cent. All the other markets have found it necessary to do the same. State weighing and grain inspection departments have raised their fees. Thru general taxes the farmers are paying for a federal grain supervision that formerly did not exist.

The freight rate on 50 representative agricultural products, using the average for the year 1913 as par, 100, increased to 158 per cent in 1924. The highest was 161.7 per cent in April, 1922, and the reduction since has been only 3 per cent.

The average farm price of corn in 1918 was \$1.36 1/2 per bushel, and the freight rate on 50 representative products was 117.1. By 1923 the price of corn had declined to 59.8 cents; but the freight rates did not decline, they advanced, to 158.2.

If \$1.36 was a fair price for corn in 1918 and corn advanced as much proportionately as the freight rates the corn would have a farm value of \$1.84 per bushel, whereas it is only about 65 cents at present.

The freight rates on corn have been raised from 1915 to 1926, as follows: Des Moines to Chicago, 11c to 16c; Chicago to Baltimore for export, 16c to 22 1/2c per 100 lbs. Here is a difference of 11 1/2 cents, against the corn grower. From Omaha the rate to Chicago was 11c, now 16c. The export rates from Chicago were 16c to New Orleans, and 13.7c to Montreal, now 22 1/2c to both ports.

Among the hidden charges the grain dealer must pass on to the farmer, and of which the latter has no knowledge, are \$5 for bulkheading a car of grain, and \$6.25 for reconsignment. Formerly these charges, which are made by the carriers, did not exist.

This is not an argument for the reduction of freight rates, as the Western railroads are not now, due to the war raising wages and taxes, and the Panama Canal taking business away from them, earning a fair return on their investment, altho enjoying the heaviest traffic on record.

Inspection Certificate Final.

The Federal Grain Co., Kansas City, sold a car of oats to the Hayes Grain & Commission Co., Little Rock, Ark., the contract providing that the inspection at Kansas City should be final.

Official Inspection at Kansas City showed No. 3 and several official inspections at Little Rock showed No. 4. Suit was brot by the buyer, the decision of the lower court reversed, and the case twice before the Supreme Court of Arkansas, on the point that the Kansas City inspection was final unless it was the result of actual fraud or such gross mistake as necessarily implied bad faith or a failure to exercise an honest judgment on the part of the inspector.

The Court on Dec. 7, 1925, affirmed the decision in favor of defendant, Federal Grain Co., there being no evidence at all that the Kansas City inspector was guilty of fraud.—277 S. W. Rep. 522.

Proceeds of Mortgaged Wheat a Trust Fund.

The Sharon Grain Co., Sharon, Okla., bought the crop of wheat of Jacob Barth knowing Barth had given the Bank of Shattuck a mortgage on the wheat, and with an understanding by all the parties that the note of Barth held by the bank would be paid out of the proceeds.

The bank became insolvent, owing the Sharon Grain Co. \$758.91.

A. C. and Wm. Teter, constituting the Sharon Grain Co., conceived the idea of offsetting the amount they claimed was due them from the bank. On request by A. C. Teter the cashier of the bank, J. A. Patton, sent the note to the Sharon Grain Co., which then issued its check on the Bank of Woodward, Woodward, Okla., for \$879.12, and this check was negotiated by Patton thru the Farmers National Bank of Follett; but before the check reached the Bank of Woodward, the Sharon Grain Co. had instructed the bank not to pay it.

Judgment was given by the Court of Civil Appeals of Texas Nov. 11 in favor of the Farmers Bank on the ground that the money was a trust fund set aside to pay the indebtedness of Barth and could not be applied by the Sharon Grain Co. to offset its claim against the Bank of Shattuck.—277 S. W. Rep. 449.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Feb. 16-18.—Minnesota Farmers' Grain Dealers' Ass'n at West Hotel, Minneapolis, Minn.

Feb. 27. Texas-Oklahoma Cereal Chemists Club at Wichita Falls, Tex.

Mar. 2-4.—North Dakota Farmers Grain Dealers' Ass'n at the Dakota Hotel, Grand Forks, N. Dak.

March 24-26. Farmers Co-op. Grain Dealers Ass'n of Kansas at New Reno Hotel, Hutchinson, Kans.

Apr. 15.—Pacific Coast Seedsman's Ass'n, Del Monte, Calif.

June 29, 30, July 1. American Seed Trade Ass'n at Chicago.

June 29-July 1. National Hay Ass'n, Niagara Falls, N. Y.

Aug.—Ass'n of Official Seed Analysis of North America in conjunction with the International Botany Congress at Cornell University, Ithaca, N. Y.

Grain Dealers National Ass'n at Buffalo, N. Y., dates and headquarters to be announced later.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

How to Build an Oat Huller?

Grain Dealers Journal: I read in the Journal a statement by Paul Brown on Iowa elevators hulling oats and would like to have information on how to build this machine for hulling oats.—Elmer Hedge, Donovan, Ill.

Ans.: Better machines than those an elevator operator can build are sold by the manufacturers of machinery. Small hullers that are priced very low can be installed by the elevator operator at country stations to do custom hulling for farmers who haul the oats back for pig feed. These cheap hullers do not take off all the hulls, but they do it well enough to satisfy the farmers who find the product cheaper than oatmeal; and they will run long enough before wearing out to give the elevator man a good return on his investment.

Profit in Operating Drier?

Grain Dealers Journal: What would it cost to install a 150-bu. capacity an hour drier? Will it make the firm money? What will it cost to operate? Will it pay to buy corn on the market, dry it and ship it to the east?—Weedman Grain & Coal Co., Weedman, Ill.

Ans.: A 150-bu. an hour drier with furnaces would cost about \$3,775. The cost of drying is $\frac{1}{2}$ to 1 cent per bushel. The handling charges for elevating grain to the drier have to be considered; but where sufficient grain can be purchased at a low enough price the operation of a drier will be profitable. This is a local question that the elevator operator can best estimate. Some years the weather conditions will make the drying of grain very profitable.

Several companies located as is the company at Weedman are buying grain locally, drying it and shipping it, and claim they make money. Many driers at country elevators have earned their cost the first year. The shrinkage of grain depends upon the percentage of moisture removed. The profit depends largely upon the price paid for the corn but after drying it can generally be shipped safely to any section. Southern Indiana shippers have often realized a pleasing profit in November and December by drying new corn and delivering it on contracts at Chicago.

Decision on Shortage Claims?

Grain Dealers Journal: A few issues back in your Journal you quoted a Supreme Court ruling on claims for shortage on railroads covering cars arriving at destination under original seals.

We have several claims on railroads where we have official weights at points of origin and official weights at destination which show considerable shortage.

We would appreciate it very much if you would advise us what this ruling was, as we are unable to locate this number of your Journal which contained this ruling.—Michigan Elevator Exchange, Lansing, Mich.

Ans.: This decision appeared on page 577 of the Journal for Nov. 10, 1925. It held the carrier liable for the weight stated on B/L, altho the grain had never been loaded into the car.

When official weight is known at point of origin the railroad company has no defense, and such cases are settled without going into court. When official weight at point of origin is available the court throws out the railroad's evidence of weight at destination. The difference is looked at by the court simply as proof of how much must have leaked out of the car. Therefore no decisions are given on such cases, as it is useless for the railroad company to appeal to the Supreme Court.

When a carrier appeals in such a case it loses, as in the case of Dowlin v. Panhandle reported in 247 S. W. 873, and in the Journal of Mar. 25, 1923, page 335.

It is not necessary even for a shipper to have an official weight at point of origin. An unofficial weight, well supported by affidavit and a showing that approved methods of weighing were practiced, will win the case for the shipper against the best official weight at point of destination.

Claim for Shortage on Sacked Peas?

Grain Dealers Journal: I shipped a carload of peas in sacks that showed a heavy shortage at destination, where the buyer reported the sacks were of poor quality and split open.

For this reason the claim agent has refused my claim, alleging that the sacks in the center of the car were split, allowing the peas to run out of the doorway. Can I recover?—W. H. Rutledge.

Ans.: If the peas had been shipped as is grain, in bulk, the carrier would be liable for the leakage; but all concerned have a right to rely on the sacks being strong enough when sacks are used; and if suit were brought it is likely the jury and court will hold the poor condition of the sacks to be the proximate cause of the loss, and the carrier not liable.

Closing out Trade when Margin Nearly Exhausted?

Grain Dealers Journal: I have been carrying open trades in May wheat down to a point where my margin amounted only to 4 cents per bushel. In conversation with the local manager of the brokerage firm I offered to put up a check for whatever was necessary; but the manager said it was not necessary.

I then asked them to take out the stop orders that they had put in without my consent. I was informed by the manager that this would be done. Later my trades were closed out at over the stop loss price, and now they claim the manager never agreed to take off the stop loss order.—T. M. Ryder.

Ans.: In these wild markets no broker should be expected to carry a trade in wheat with a margin of only 4 cents. To do so without a stop loss order gives the broker still less protection, as the loss might be heavy before he could communicate with the customer for instructions. With a stop loss order in, the loss can be known within a few cents per bushel. The standing agreement of most brokers expressly provides that trades may be closed out when the margin is exhausted or nearly so; and the placing of a stop by the broker without the specific consent of the customer is merely a calculation of the point where the margin will become exhausted.

Liability for Undercharge?

Grain Dealers Journal: In March 1924 I purchased FOB cars at Grand Valley, Colorado, a car of baled alfalfa at \$12.50 per ton on board the cars Grand Valley, a D. & R. G. loading point.

I sold this hay through a broker at Dallas, Texas, to a party at Timpson, Texas, and ordered the shipper and consignor to bill the car to Timpson, Texas, which was done, the car received by the purchaser at Timpson, Texas, unloaded, and the draft for the hay and the freight bill as presented by the Santa Fe agent at Timpson, Texas, paid by the buyer. I drew on him for \$13.50 per ton, which was the price I sold the hay at, FOB cars at the shipping point, Grand Valley.

About seven months after the transaction, the Santa Fe advised me they had a claim for undercharges on this car of hay of \$66.00, being the difference between a 61½ cent rate charged and a rate of 27½ cents from Grand Valley, Colo., to Pueblo, Colo., and a 59 cent rate from Pueblo, Colo., to Timpson, Texas.

The railroad company claims there is no through rate from Grand Valley, Colo., to Timpson, Texas.

I bought the hay at Grand Valley and sold it at Grand Valley, and do not see that I am liable for the undercharge and, in fact, have a letter from one of the railroad attorneys saying that he does not think I am directly liable for the undercharge. Please give me your opinion on the matter.—W. J. Madden, Hays City, Kan.

Ans.: The matter of payment of undercharges is a technicality based on the billing.

If Mr. Madden's name did not appear on the B/L as consignor or consignee he is not liable. Even if the shipper at Grand Valley billed this car to his "order" notify W. J. Madden, Mr. Madden would not be liable. The law requires that the freight be paid by the consignor or consignee, and a notify party is neither. There have been three decisions to that effect, in the only cases where the point was raised.

If in the course of this transaction Mr. Mad-

den had a new B/L issued in exchange, naming himself as consignor he would be liable, since as assignee he would be standing in the shoes of the original shipper.

What Load Earns the Car Load Rate?

Grain Dealers Journal: What is the basis used by railroad companies in marking the capacity of their box cars? My presumption is that an 80,000 lb. capacity car has its capacity measured by the strength of the trucks and the carrying capacity of the beams under the box. Cars which are marked to carry 80,000 lbs. or 1,333 bus. of wheat would have strength enough to carry 2,424 bus. of 33 lb. oats or 1,464 bus. of shelled corn, but it would make the flat house operators sweat like fury to get that many oats into an 80 cap. car. How much over or under 80,000 lbs. marked on the outside of the box must a shipper load in order to get the carload rate? That is what every shipper wants on every load. How is he to get it?—T. M. Britt.

Ans.: Each railroad has tariffs giving the rules governing minimum weights and these rules are about the same for the different roads. For example, C. R. I. & P. tariff I. C. C. No. C-11520, effective Feb. 25, 1926, gives the minimum weight for grain as the marked capacity of the car, except in cases where 80 per cent of marked capacity, subject to the following Notes 1, 2, 3, 4, 5 and 6:

Note 1.—Actual weight will apply in the following cases: (a) When grain is loaded at point of origin to within 24 inches of roof at side walls of car, for the purpose of Federal, State or Official Grain Exchange inspection; (b) when grain is loaded to profit; (c) when cars so marked; (c) when car is loaded to full space capacity. When any of the provisions of this note are applicable, notation to that effect should be inserted in the bill of lading by shipper or agent of the carrier, but failure to make such notation shall not prevent the application of the terms of this note upon presentation of suitable proof. Such notations should be specific, indicating on which of the three grounds herein specified, actual weights should be protected.

Note 2.—When grain in transit is transferred from one car to another (either direct or through elevators), the minimum weight applicable to the shipment prior to transfer shall also apply after transfer. Note.—It should be understood that this rule applies only in cases of direct car to car transfers and is not applicable at rate-breaking points unless the tariffs of carriers into and out of such rate-breaking points both contain this rule.

Note 3.—(a) Except as noted in paragraph (b) of this note, when carrier cannot furnish car of capacity ordered by shipper and for its own convenience furnishes a car of greater capacity than the one ordered, such car may be used on the basis of the minimum weight applicable to the car ordered by shipper, but in no case less than actual weight; the capacity of car ordered, number and date of the order to be shown in each instance upon the bill of lading and carrier's waybill; (b) when shipper orders for bulk grain loading a car of marked capacity less than 60,000 pounds and carrier furnishes and shipper uses a car of greater capacity than ordered, the minimum weight on grain as listed in Paragraph (1) of Section 1 shall be 60,000 pounds but not greater than the actual capacity of car furnished; and the minimum weight upon oats, ear corn and other commodities listed in Paragraph (2) of Section 1 shall be 48,000 pounds but not greater than 80 per cent of the marked capacity of car furnished.

Note 4.—Overloaded Cars. When cars are overloaded by shippers, carriers may transfer the lading for which transfer a charge of 1 cent per bushel will be assessed, in addition to any switching charges which may be necessary in accomplishing the transfer. Note.—In applying this note, a car is to be considered overloaded only when the actual net weight of the shipment is more than 1,000 pounds in excess of 110 per cent of the marked capacity of the car for which transfer is applying this Note. A car is to be considered overloaded only when loaded above the Grain lines of cars so marked, or when the actual net weight of the shipment is more than 1,000 pounds in excess of 110 per cent of the marked capacity of the car used, provided the car used is not marked with Grain lines. (S. W. F. B. R. N. 6993) (T. A. 598).

Note 5.—In no case shall the minimum weight be less than 40,000 pounds except as provided in Note 6. (This note takes precedence over all notes in Section 1 other than Note 6.)

Note 6.—Clean-out Rule. For the purpose of cleaning out elevators and grain houses at the close of the shipping season, one carload each year may be shipped subject to a minimum weight of 30,000 pounds (not less than the minimum weights provided in (1) and (2) of Section 1), such carload to be from one consignor and from one shipping point to one consignee at one destination and to consist of one or more

kinds of grain and (or) seeds, straight or mixed carloads. Shipments as provided in this note are subject to the provisions of paragraph (3) of Section 3. In addition, where any shipper's organization handles grain or seed through an elevator or grain house, such organization may also ship one carload each year subject to the present clean-out rule.

Is Elevation Charge on Heating Grain Justified?

Grain Dealers Journal: For some time we have been storing farmer's wheat and charging them 2c per bushel per month, with no obligation either to buy or sell their grain at any time. We keep the grain insured against fire, but even at this rate of storage we are beginning to believe that we would be better off not to store, as some of the grain we now have in storage is heating and we find it necessary to turn it over frequently. Are we not justified in charging the owner of the grain an elevation charge for each turn over? Any light we can get on the practice common at other points in handling this problem will be greatly appreciated.—The Farmers Exchange.

Ans.: Any dealer who attempts to give a service for which he receives no compensation is courting loss. If owner of grain is unwilling to pay at least $\frac{1}{2}$ c per bushel for each elevation, then he should be requested to take his grain elsewhere. It costs the elevator operator real money for power and wear on his machinery as well as for the labor to look after it, and all the fixed overheads such as taxes, interest, insurance and deterioration on the equipment, so that he must charge for the use of it or else go out of business as the sheriff is sure to catch him. Two cents a bushel per month storage should be enough in any plant that has sufficient room to spare some space for outsiders, but each elevation will cost the elevator owner at least $\frac{1}{4}$ of a cent per bushel. Then, too, with each elevation there will be some shrinkage in handling which the elevator operator must stand.

How Is a Cash Chart Prepared?

Grain Dealers Journal: Referring to the chart published regularly in the Grain Dealers Journal and showing the fluctuations of cash wheat, corn and oats, will you kindly explain in detail how this chart is prepared, as I am desirous of keeping the same kind of chart on a daily basis.

Thus far, I have experienced some difficulty in this matter. In the first place, I am obliged to average only the "range" of the cash grain for the day, and again, I do not understand how you fix the point on the chart for any given day, when no Chicago quotations are made on No. 2 red winter wheat, No. 2 mixed corn or No. 2 oats.

Also, with what information I can obtain, I cannot reconcile my own chart on a daily basis, with yours. The chart, as you publish it, (and particularly with wheat and corn), almost invariably shows a slight forward or backward movement at the beginning of the week, followed by a decided unbroken movement in the opposite direction with possibly a minor reaction to this at the end of the week. Any chart which I attempt to make, often shows an irregular up and down movement throughout the week. As a guide for forecasting the future market, the chart is decidedly interesting, if a day to day chart will correspond precisely with your weekly chart. I would certainly appreciate a detailed explanation of the method of preparing your chart.—Stuart Pierce, Union City, Ind.

Ans.: The absence of irregular up and down movements thruout the week from the Journal's cash chart is due to intentional omission of the highs and lows of Monday, Tuesday, Wednesday, Thursday and Friday and Saturday.

If the cash chart for the week ending Dec. 5, for example (see the chart on page 773 of Dec. 25 number) had shown the highs and lows each day the one-eighth of an inch width allotted to that week would have been vertically an exact reproduction on a microscopic scale of the highs and lows shown on the future chart for Nov. 30 to Dec. 5 inclusive on page 705 of Dec. 10 number. In the width of one-eighth of an inch it is impossible to show six highs and six lows, 12 in all. The chart line is about one-thirty-second of an inch thick, and 12/32 inch is $\frac{3}{8}$ inch, or three times the space allotted, so

that it is physically impossible to do more than give the opening, high, low and closing for each week, as is done. Care is taken invariably to ascertain whether the low came earlier in the week than the high, or vice versa, so as to show whether the trend for the week was up or down. For example, if the low came on Tuesday and the high on Friday the chart will show that the low came earlier in the week than the high. The Journal's cash chart is exactly what it purports to be, a faithful record of the opening, high, low and close each week. It affords an absolutely reliable guide for the interpretation of the Voice from the Tomb. It is claimed by those who pretend to understand it that the opening, high, low and close for a week in the past as given on the Journal's cash chart, indicate the relative positions of the opening, high, low and close for some week in the future.

A different procedure is followed for each of the different grains in arriving at the quotations.

For wheat the active future is used as the basis each day, and the established premium or discount added to or subtracted from the day's future high and low. Thus for each one week in the chart besides the opening and close there have to be calculated 12 highs and lows altho only two are used. This method of basing the cash price on the active nearby future that used by cash grain dealers, millers, exporters and importers in Europe when they quote offers, and is most convenient when an exporter on the seaboard buying No. 2 red winter offers to give up the Chicago May at, say, 14 cents under. This method of quoting prevents either party to the transaction from losing even the smallest fraction of a cent by the erratic hourly price fluctuations.

When no Chicago quotations are made on a certain day for No. 2 red by actual sale on the floor of an earload the premium or discount method of arriving at the quotation affords a fair basis. The prevailing established premium of the cash over the future is changed with each later actual sale. Early in the week the premium may be 11 cents and later in the week 14 cents over. Thus, if the future has been stationary the cash will show an advance of three cents on the chart. When the cash grain dealers jumped from December, to May delivery, in their price basis, ignoring the January, February, March and April deliveries the Journal did likewise in its chart. The result is that altho there may be days when no sale of carloads was made the Journal's chart records the cash price at which there would have been a transaction at that particular hour or minute of the day, and thus correctly reflects the market.

For the cash price of corn the daily closing price of No. 2 mixed is the basis, no system of discounts or premiums on the active future is employed. The nearest future is used, if any future quotations at all are available. For Jan. 23, for example, the nearest future quoted was May. The closing price of No. 2 mixed Jan. 23 was 78 cents. The May closed at 83 $\frac{1}{2}$ ¢. Therefore the high and low on cash was 5 $\frac{1}{2}$ ¢ cents under the May that day. May high was 84 $\frac{1}{2}$ ¢. Deducting 5 $\frac{1}{2}$ ¢ leaves 79 $\frac{1}{2}$ ¢, the cash high.

The oats basis taken for the chart is the range on carlots of No. 2 white oats, daily, sold track Chicago-Trans-Mississippi billing, regardless of the future.

With the premiums and discounts changing from day to day it will be seen that it is impossible to have a cash chart correspond precisely with a chart of the futures as desired by Mr. Pierce. On the same day that the wheat future closed one cent lower the No. 2 red has been known to close one or two cents higher. A weekly future chart corresponding precisely with the daily future chart could be made, but it would have to be based solely on the future; and its value, compared with the value of the cash chart would be greatly diminished in changing over from one future to another, as from December to May. In charting the futures there is always a gap in changing that upsets calculations temporarily; while with the chart of the cash commodity the same thing is always charted and any week or any year can be compared with any other week or year, without any allowances.

It is interesting to note the name of some of the vessels operated by Messrs. Spillers Mfg. & Associated Industries: they are Wheatblade, Wheatcrop, Wheatcar, Wheatfield, Wheatthill, Wheatlands, Wheatplain, Wheatsheaf, Wheatvale, and Harvest Queen, etc.

The Butler bill was re-introduced in the Senate this past week. It would remove the inland differentials which are now enjoyed by Norfolk, Philadelphia and Baltimore by legislation. The Interstate Commerce Commission has upheld these differentials on export and import business moving thru these ports to and from C. F. A. territory. If Congress is dissatisfied with the work of the Commission why not abolish it?

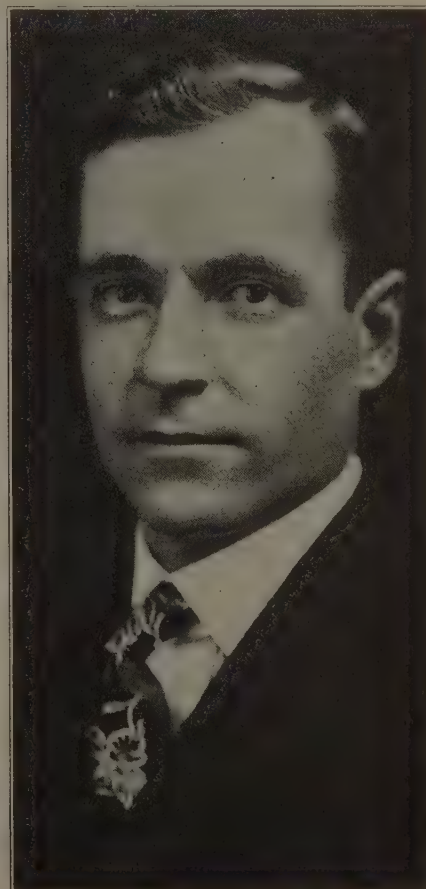
Elected President of the Baltimore Chamber of Commerce

Archibald Russell Dennis is president of Dennis & Co., Inc., Grain Commission Merchants & Forwarders. He served as a member of the Board of Directors of the Baltimore Chamber of Commerce from 1917 to 1920; was reelected, for a three year term in the Board, in 1924.

He has served as Chairman of the Executive Committee of the Chamber during the past two years; is also Chairman of the Price Current Committee, and a member of the Commission Rule Committee of the organization. He was born in Frederick, Md., 48 years ago. Is a graduate of the Frederick High School. Mr. Dennis began his career in the grain business at Indianapolis, in 1896, removing to Chicago in 1900, when he became a member of the Chicago Board of Trade. He went east in 1906, and entered the grain business in Baltimore.

Since organizing Dennis & Co., Inc., his corporation has been one of the largest handlers of grain in Baltimore; in fact, early in 1925, Dennis & Co., Inc., consummated the largest sale of grain ever made by a single house, when it disposed of 9,000,000 bus. of rye, then stored in Baltimore export elevators, to New York agents of the Soviet Government of Russia.

Mr. Dennis is married. His wife was formerly Miss Esbelle Owings of Ellicott City, Md. He is a brother of John M. Dennis, State Treasurer of Maryland, and President of the Union Trust Company of Maryland.



A. R. Dennis, Baltimore, Md.,
Pres. Chamber of Commerce.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Another Factor Bearing the Price of Corn

Editor of the Grain Dealers Journal: At the present time, much complaint is being made about the low prices of Corn and Rye.

So it might not be amiss to bring to the attention of the American farmers that a very important factor in establishing the value of these grains in former years was the demand from distillery and brewery interests of this country.

The annual distilling season started as soon as new corn could be safely shipped, thereby furnishing a market and establishing a price at a season of the year, when the market is badly in need of support.

There is no doubt but that this distilling demand enhanced the value of the American corn crop from 10% to 25%.

This article is not written as anti-prohibition propaganda, but merely for the purpose of calling attention to facts and conditions of the past that have never been fully appreciated by agriculture.—Very truly, A. C. Schuff, Louisville, Ky.

Receivers Suffer from Careless Sampling

Grain Dealers Journal: Careless sampling frequently results in wrong grading. When a shipper has a car officially inspected as of a certain grade he expects his commission merchant to sell on the basis of that grade; and it is sometimes hard to make him understand that the buyer always has recourse to resampling and reinspection. In fact, there is no way the receiver can foreclose the rights of the buyer, under the rules of the exchanges, whether the grain is sold on consignment, or to arrive on destination inspection. The central market buyers are right on the spot to look after their own interests and they depend more on the sample than the grade. It is only when the shipper has inspection at point of origin that he can sell the certificate and hold the buyer to the original grading.

The writer lost a good customer because of poor sampling of a car of wheat inspected as No. 4. Some elevator man had informed the shipper that I could make the buyer take it on the inspection and he insisted that I do so, altho the wheat was No. 5 or sample. I could not make the shipper understand this was impossible, and I lost a heavy shipper.

The grain receiver is paid a commission by the country shipper to look out for his interest and get the most for the grain; and the receiver who gets after the inspection department samplers because they have graded the car too high places himself in the position of working against his customer.

So this matter of poor sampling properly must be rectified by the officials in charge of the inspection department, whose duty it is to see that the men are instructed on the importance of making the number of probes to get a fair sample of the contents of the car. The samplers should take enough time to do their work thoroly.

While buyers always scrutinize the inspection ticket in the sample they look longer at the sample shown and at the resample they have drawn by the Board of Trade Sampling Dept.

Carelessness in sampling plays into the hands of a few shippers in the country who persist in plugging their shipments with poor

grain in the bottom of the car. The war brought in much of this bad practice and it has not yet been done away with.—R. E. Seaver.

"Rescuers" Spreading a Lot of Bull

Grain Dealers Journal: Since August of 1924 I have been out of the grain business, but still feel an interest in those poor unfortunates who are trying to turn an honest penny in the grain business.

As you know, we in Iowa, are receiving a lot of attention from our rescuers. If all the fertilizer set afloat in our interest had been applied to our cornfields I am sure the 1926 crop would be nothing short of a national calamity. As Ring Lardner would say: "Aint it Hell?"

I inclose check for \$2 for renewal of subscription to the Journal. I began reading it 25 years ago, and have found much of value in it.—J. K. McGonagle, Washta, Ia.

Only 35 Federal Grain Supervision Offices

The Grain Dealers Journal: Your attention is invited to the second paragraph of the article which appears in the January 10th number of the Grain Dealers Journal under the caption, "The Reason of the Corn Surplus," and which reads as follows:

"The Dept. of Agri. maintains grain grading supervisors at nearly every city that has ever been known to receive grain by the car load, not because there was any demand for supervision at all these outlying stations, but because the politicians wanted the places for their henchmen, the supervision of the grading of grain affording a ready excuse for the additional supervision offices."

In the first place, the Department of Agriculture maintains only 35 supervision offices in the entire country. Without enumerating these offices it is obvious to persons well informed in the movement of grain that there are at least that many important primary markets and ports in which a large tonnage of grain must be inspected because of contractual necessities.

A few years ago it became necessary, because of a decrease in appropriation, to curtail the supervision service by closing a few of the smaller offices. In each case the grain trade in the markets affected petitioned the Department to restore the service, which was done when funds again became available for that purpose. There are also on file with the Department requests from the grain trade to locate supervision offices in markets of considerable importance, which requests will have to be deferred until such time as funds are available.

There are, of course, inspection departments located in all of the cities where there are supervision offices and, in addition, inspection service is performed by licensed inspectors at approximately a hundred other points. In every case, however, the inspection service has been initiated by the trade itself, the Department of Agriculture having taken no part in

the organization of such departments other than to determine the fitness of applicants for licenses and the propriety of the auspices under which such applicants for licenses are to be employed. Licensing of the inspector and approval of the conditions under which he is employed are imposed on the Department by the terms of the grain standards Act.

Furthermore, every employee of Federal Grain Supervision is a civil service appointee in the fullest sense of the word, and his employment therefore is in no manner determined by political preferment.—Very truly yours, R. T. Miles, in charge General Field Headquarters, Federal Grain Supervision, Chicago.

Car Number's Influence on Price of Grain

Grain Dealers Journal: On Dec. 3, G. A. Hurley, mgr. of the C. D. Seldomridge elevator at Lawrence, Nebr., shipped to Logan Bros. Grain Co. at Kansas City, a car of wheat on consignment. There is nothing unusual about that, but

The car number was 177, initial W. D., a 60 cap. car belonging to an obscure little short line railroad. When the wheat arrived and was sold at the terminal it brought exactly \$1.77 a bu.

I have been in the grain business for over twenty years, but never in my previous experience has such a coincidence as car number 177 sold at \$1.77 occurred.—A. G. Rector, mgr. C. D. Seldomridge, Holdrege, Neb.

Not Downhearted Tho Elevator Falls

Grain Dealers Journal: Our elevator collapsed Dec. 25 on account of overload of grain; dust explosion followed. The elevator was of 85,000 bu. capacity, studded and iron clad. It was filled to capacity with maize, kafir and about 2,000 bus. of cane seed.

The cause was too much grain. The house was described in your journal when we opened it April 10, 1921, page 595. It had two driveways, side by side, a partition wall supporting about 16,000 bus. over one driveway, and about 8,000 bus. over the other. The lumber being nailed there five years ago, had shrunk just a mite, and permitted the top of the wall to swerve just the least bit to the east, and that threw it off the center. Then the wall leaned more until the sides of the bins were lower over the wall than on the other side, and the rods pulled the bins over on the other bins and crashed the entire structure. A car load of dynamite could not have been planted to make more splinters. Elevator was a complete loss; not worth the cost of getting out the grain. The grain was all saved, except a little wasted on the ground. People came in, and gratis saved the grain, and wrecked the salvage, at a cost of probably \$5,000.00.

After the collapse, the dust exploded, and seemed like an earth shock. For two miles the explosion lighted up the country. The noise



Ruins of E. W. Harrison's Elevator at Hereford, Tex.

was heard by a man on horseback, 25 miles away. The elevator was constructed by the White Star Co., but no blame is attached to it. Will build again, if friends back me.

A grain man's best friend is his mother and some other grain man. The Great West Mill & Elevator Co. let me have its house and am buying there.—Yours truly, E. W. Harrison, Hereford, Tex.

Colorblind Inspectors Incapable of Classifying Hay

Grain Dealers Journal: Because color is one of the determining factors in the grading of hay, it was found advisable some time ago to give those who had been working on the preparation of U. S. Hay Grades a test in order to determine if any were color blind and it developed that one of the standardization specialists could not distinguish green from red, brown, or other colors, so he has been transferred to the bean standardizing work in the Bureau of Agricultural Economics. Color is quite an important factor in the grading of hay and that should be one of the first tests to which an inspector is put who is being examined for the position of Hay Inspector.—Very truly, Observer

Capper Is Dreaming Again.

Grain Dealers Journal: Senator Capper of Kansas is back to his old tricks again and acting consistently. Not satisfied with a conservatively operated country that is healthily prosperous he insists on another try at throwing it out of balance by radical agricultural legislation.

Some dissatisfaction may be apparent in the corn and wheat belts with President Coolidge's Chicago speech on farm conditions and with the limited scope of the administration's farm relief program, which chiefly encourages cooperative marketing. Senator Capper thinks this affords an opportunity to take a step in advance of the administration and advocate a fallacy intended to dispose of an export crop surplus without influencing the home market prices. He outlines his proposed program thusly:

1. Legislation providing machinery for segregating the surplus of any crop selling it abroad for what it will bring, presumably at a price below that of the home market, and distributing the loss among the producers.
2. Development of cooperative marketing with the assistance and regulation of government agencies.
3. Liberalization of the farm loan law and amplification of the farm credit system.
4. Tax relief for the farmer, to be accomplished by rigid economy in national and local governments and by a constitutional amendment prohibiting issuance of tax free securities, the present and increasing volume of which is becoming an unbearable tax burden to agriculture.

"The farmer is neither asking nor expecting special favors! All he wants is equal consideration with other business!" Therein Senator Capper shows his ignorance of other business. What the agitators are seeking for the farmers is predominance over other business. While the rest of the industrial and commercial world continues to work on a supply and demand basis he wants to guarantee the farmer high prices so he will support one more farm organization. Industrial and commercial enterprises for a number of years have had to fight against adverse legislation because the farmers desired to be pulled instead of pushing their way with intelligent operation of their farms.

Pools have steadily failed because it cost more to distribute the farmers products thru them than thru the regular commercial channels. Yet Senator Capper sticks to his impractical theory and believes in legislated marketed machinery that will act in the same way. He issues a paradoxical statement when he advocates tax relief for the farmer thru rigid economy in national and local governments and at the same time would organize an immense marketing machine that would only add to the farmers burden.

What the farmer needs most is relief from the wild schemes of the demagogues and the agitators.—A. P. Mann.

Removing the Farmers Bias

Grain Dealers Journal: It is a common occurrence to have some farmer come in and bitterly complain that the Board of Trade is preventing him from getting a fair price for his grain, while outside, his thousand-dollar car will be purring away wasting valuable gasoline during the time he is talking. In most cases I have tried to pin the farmer down to facts and always found his complaints based on ignorance of the boards of trade and their methods.

Some farmers will blame the speculators, never realizing that many, many speculators are farmers, who sit in the offices of private wire houses during the long winter months and play the board.

I have carried on an educational campaign when such complaints were made, explaining to my patrons the true function of the boards of trade, that commission houses work on commissions and that grain is handled on smaller margins of profit than any other commodity.

I am glad to say the campaign has borne fruit and farmers in this territory no longer carry such bitterness against the finest grain distributing method in the world as they did formerly. They are beginning to understand that boards of trade are necessary to the economical marketing of grain.—E. Larimer, mgr. Farmers Galesburg Elevator Co.

Wants a Congressional Reformer.

Grain Dealers Journal: With Congress back in session and our old agitators and continued legislation advocates back on the job, I wonder how much more damage will be done the American people before another breathing spell comes. Everybody seems to sit tight when Congress goes to work, and prepare for the fireworks.

I sometimes doubt that many of our Congressmen have ever read the Constitution of our country. I seem to recall a paragraph or two that talked about everybody being born free and equal and possessed of the right to continue so. Something else has been said about the sovereign right of states to govern themselves. It was a fine system in the early days when everybody took it seriously and played the game according to the rules.

We are reliably informed that we would all be in jail all of the time if all laws which has been enacted and are in effect, were enforced. Then no one would be left to do the work of the country. Congressmen bargain among themselves and trade votes for votes to the end that each may pass his own pet scheme. Might almost as well have a great book on a pedestal and have our Congressmen take turns at writing the laws they want in it, without the labor of argument and log rolling.

And they are forgetting the sovereign rights of states to deal with their own problems. Congressmen are continually advocating laws that can benefit only one portion of the country or one class of people, frequently depressing other portions or other classes to effect that benefit.

A whole flock of these farm legislation bills are being presented to the new Congress by loud mouthed agitators. Seems as tho all they think of is farm legislation. Isn't there someone to get us grain men some helpful legislation, since that seems to be all the rage.

What we need is a great reformer. What we need is an efficiency expert to go thru the laws of the country and cut out the dusty and molded ones that are cluttering the machinery of progress. And then we need someone else to take a big blue pencil and scratch from the records the great number of the impractical, foolish, ineffective or destructive laws that have been enacted during the past few years. Maybe we could devote a little time to building up and improving our country if that were done.—F. P. Frederickson.

Arthur E. Wood Passes On

Arthur Edwin Wood, secretary of E. W. Bailey & Co., died at 11:15 p. m. February 8, at the St. Elizabeth Hospital, Chicago, at the age of 62 years, after a long illness.

Mr. Wood was born in Kempton, Ill., January 28, 1864, and attended a private school not many miles distant.

At 30 he married and shortly thereafter moved to Gibson City, Ill., to engage in the grain business. Six years later, Mr. Wood disposed of his interest in the Gibson City business to become associated with E. W. Bailey & Co., of Chicago, where later he became a partner. He was secretary of this firm at the time of his death.

In 1911 he was made a thirty-third degree mason. Nor was this the only distinguished laurel conferred upon him, for Mr. Wood was a Past Grand Master of the Most Worshipful Grand Lodge, A. F. & A. M., of Illinois. He was also active in the Board of Trade Craftsmen Club, a masonic organization.

"Art," as he was so well known to the country elevator operators of Illinois and Indiana, was a thoro student of trade problems. Broadminded, he was always fair and considerate of others. A man of high ideals, he commanded



A. E. Wood, Chicago, Ill., Deceased.

the respect, the confidence and the admiration of a wide circle of friends in the grain trade and out of it.

He is survived by his widow, Mrs. Etta J. Wood, and one son, Percy St. Clair Wood, both of Chicago, and a sister, Mrs. J. N. Winstanley of Attica, Indiana.

Services will be held in Chicago on the evening of February 11; the funeral in Gibson City, Friday afternoon.

Burbank has developed a new variety of corn growing 8 ft. tall and having 12 ears of corn to the stalk, and the distress of the Iowa farmer with a surplus to sell will grow more desperate.

Improved condition of the farmer is shown by the monthly report of the Chicago Federal Reserve Bank that domestic sales of farm equipment for December increased 52.8 per cent, compared with December, 1924.

The successful transmission of power by friction surface rubber, or in fact any frictioned ply belting depends mainly on the correct thickness or number of plies in relation to pulley diameter, speed and power to be transmitted. This must be in proportion, otherwise internal heat breaks down the friction, causing ply separation.—The Dodge Idea.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Genoa, Colo., Jan. 26.—Farmers here have increased their wheat acreage by 20% at least over that of last year.—C. H. Barber.

Clyde, Kan., Jan. 27.—Growing wheat prospects are excellent. Old crop about exhausted.—J. B. Sager, sec'y Clyde Mfg. & Elevtr. Co.

Guymon, Okla., Feb. 2.—Weather like summer, but dry. Wheat beginning to show considerable growth; acreage large—Claycomb Seed Store.

Belleville, Kan., Feb. 4.—Wheat in this section is fair for this time of year, acreage about half that of last year.—D. W. Chapin, mgr. Belleville Mill & Elevtr. Co.

Alworth (Winnebago P. O.), Ill., Feb. 5.—Our corn crop is the best we've had in a decade, is not exceptionally damp, and is moving with unusual rapidity.—L. N. Bowman.

Springfield, Ill., Feb. 3.—Weather and crop conditions in Illinois for the week ending Feb. 2 were as follows: The ground is now bare everywhere; half of the wheat acreage was sown, the latest in years; the acreage is 23% less than planned and 11% less than that of 1924; late sown wheat is not doing well.—Clarence J. Root, meteorologist.

Chicago, Ill., Jan. 25.—The official estimate of yield and 24,000,000 bus. carry-over from the 1924 crop made total Canadian supplies at the start of the season 441,000,000 bus. Home needs are 90-100,000,000 bus., leaving a surplus of 340,000,000 bus. Exports to Jan. 22 were 201,000,000 bus. Allowing 22,000,000 bus. for carry-over, the surplus remaining for export the remainder of the season is 140,000,000 bus., not including 22,000,000 in bond in the United States.—R. O. Cromwell, Lamson Bros. & Co.

Lansing, Mich., Feb. 8.—Bean production in the two principal growing states, Michigan and New York amounted to 9,715,000 bus. as compared with 8,462,000 in 1924. After deducting the portion of the harvested crop that was too badly damaged to warrant hand-picking and the average pick from the remainder, it is found that the hand-picked crop is between 7,500,000 same as in 1924. It is also found that the crop of white pea beans totals about 5,500,000 bus. which is practically the same as in the previous and 8,000,000 bushels. This is practically the year.—U. S. and Michigan Depts. of Agr.

Topeka, Kan., Feb. 6.—A survey of crop conditions thru northern Kansas indicates a general lack of subsoil moisture. Wheat acreage has been consistently increased along the lines of the Union Pacific and Rock Island roads thru the northern part of the state and local grain dealers and farmers on those lines have high hopes of a large crop, barring devastation by hessian fly. However, thru the north central part of the state particularly, the grain has gone thru a season of alternate freezing and thawing and is kept alive by surface moisture only. Unless hoped for heavy rainfall comes, a few days of hot winds will irreparably damage the crop.—E. W. M.

Ottawa, Ont., Jan. 25.—The final government estimate of the Canadian wheat crop was 416,850,000 bus., 5,000,000 less than the provisional estimate in November and 155,000,000 more than the 1924 yield. The crop average of the past 3 years was 379,000,000 bus. The 1925 acreage was 21,957,530 acres, compared with 22,055,710 the preceding season. Average of the past 3 years was 22,121,516 acres. The wheat crop in the 3 western provinces was reported as 388,433,000 bus. from 20,927,000 acres, compared with 235,694,000 bus. from 21,066,000 acres, in 1924. The oats crop in the 3 provinces was estimated at 322,254,000 bus. from 9,391,000 acres, compared with 223,325,000 bus. from 9,199,000 acres the previous year. The rye crop was estimated at 13,688,000 bus., including 11,545,000 in the western provinces. Yield in 1924 was 14,212,000 bus., of which 11,588,000 was in western Canada.

Bean Crop Hit by Bad Weather.

The bean crops of Michigan and New York suffered heavily from weather damage at harvest time says the Department of Agriculture.

The 1925 harvest in the States was estimated in December at 9,715,000 bus., compared with 8,462,000 bus. in 1924. Of this quantity, the crop of reclaimed or hand-picked beans will be from 7,500,000 bus. to 8,000,000 bus., about the same as in 1924. About 5,500,000 bus. of the cleaned beans in both years were pea beans.

The quantity of beans actually saved for food out of the present crop will depend to some extent upon the price, as this will determine whether remaining farm stocks containing a large proportion of damaged beans shall be disposed of for feed or sorted over to save those suitable for human consumption.

From Abroad.

Argentina.—The "Alpiste" birdseed or canary seed crop is estimated at 30,000 tons, which is 200% more than the average production of 11,000 tons for the last 5 years.

Poland has withdrawn the proposal to forbid export of wheat, and has decided to put on an export tax of 15 zlotys per 100 kilos, or 83 cents per bushel.

Lithuania's winter wheat acreage is estimated at 148,000 acres against 277,000 acres, the final estimate for 1925. The rye acreage is 1,092,000 acres, against 1,339,000 acres, the final estimate for 1925.

Czechoslovakia.—The duties on wheat flour imported into Czechoslovakia, have been removed, effective February 1, as reported in a cable dated January 27 from James F. Hodgson, commercial attache at Prague.

Budapest.—The Victoria Mfg. Co. is badly entangled in financial difficulties, according to eastern reports. The Anglo-Austrian Bank loaned about 6 million dollars and another London house loaned 6½% as much.

France is the largest wheat producer in Europe outside of Russia. The winter wheat area of France is more than 95 per cent of the total acreage. Relatively high yields per acre are obtained, the average during the past five years being about 20 bushels. Spain and Italy, also large producers, have yields averaging only 13 bushels and 15 bushels, respectively.

France.—The French winter wheat acreage for the 1926 crop is estimated to be 12,797,000 acres, compared with 13,330,000 acres, the preliminary estimate for the 1925 crop, according to the International Institute of Agriculture. Acreage sown to other cereals is as follows: Rye, 2,151,000 acres against 2,145,000 for the 1925 crop; barley, 441,000 compared with 444,000 acres; oats, 2,110,000 acres against 2,067,000.

Mesopotamia.—The exemption from customs duties on all wheat and barley imported into Iraq from foreign countries until March 31, 1926, has just been provided for. This law was especially enacted to permit the importation of grain without restrictions thereby alleviating the serious condition caused by the failure of the grain crops. Prior to the promulgation of this law, wheat and barley were subject to an 11% ad valorem duty.

Punjab, India.—The area sown to wheat in this region (which contains one-third of the country's total) is estimated at 10,311,000 acres, according to the International Institute of Agriculture at Rome. This represents a decrease of about 10% as compared with the first estimate of 11,513,000 acres last season and is 6% below the final Punjab estimate of 10,924,000 acres. The condition of the crop is reported to be 94% of normal.

South Africa's corn crop last year was estimated at from 78,584,000 to 89,300,000 bus. On the basis of the estimate of acreage sown this year, the coming crop will be between 25,000,000 and 29,000,000 bus. If this estimate proves correct, South Africa will not have enough corn for its own use, as between 36,000,000 and 40,000,000 bus. are consumed within the country during a year. Corn is one of the country's principal money crops and 39,000,000 bus. of last year's crop have either been exported or railed to ports for export so far this year.

Grain warehouses licensed under the U. S. Warehouse Act increased from a capacity of 2,000,000 bus. Mar. 31, 1921, to 34,000,000 bus. on Jan. 25, 1926. The states having the greatest number of federal licensed warehouses are Washington, with 8,989,208 bus.; Oregon with 5,375,229 bus. and Texas with 4,937,924 bus., another invasion of state rights by the Federal government.

Cars Leaking Grain at Milwaukee.

The number of grain laden cars found to be leaking upon their arrival in Milwaukee during the calendar year 1925 was 13 per cent of the total number received and unloaded. In the last seven years this is the smallest percentage, the highest being in 1920, when 29 per cent of the cars unloaded were leaky cars. In June of that year, which was very soon after the government returned the railroads to private ownership, the leaky car percentage was 47, and it dropped straight down, month by month, after that until it reached 12 per cent in March of the following year, thus indicating the extent to which the railroads restored their rolling stock to practically a normal condition just as soon as their properties were turned back to them.

In 1925 the leakers ranged between 9 per cent, in March, and 17 per cent in July, August and September, of the total. The greater percentage of the leaks last year was found in the wheat laden cars, 23, and next came rye, with 21 per cent. The relative standing of the various kinds of grain are: wheat, 23%; rye, 21%; oats, 12%; barley, 12%; corn, 11%; flaxseed, 10%; miscellaneous grains, 9%; average, 13%.

The number of cars unloaded, number leaking on arrival, and percentage for each of the seven years are shown below:

Year.	Cars unloaded.	Cars leaking.	Per cent leaking.
1919.....	40,809	8,703	21
1920.....	34,355	10,260	29
1921.....	46,512	7,865	16
1922.....	36,134	6,629	18
1923.....	32,568	5,883	18
1924.....	30,427	4,338	14
1925.....	22,361	2,993	13
Total	243,256	46,671	19

—From Doings in Grain.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Lehr, N. Dak., Jan. 26.—This morning's freight (on the Soo Line) had a wreck just outside of town and the following cars were derailed: No. 38656, 80 cap.; lying on its side; contents intact. No. 104402, 60 cap.; smashed and grain spilled. No. 32736, 60 cap.; standing; contents intact. No. 130708, 80 cap.; standing; contents intact. No. 132976, 80 cap.; standing; contents intact. No. 24716, 60 cap.; standing; contents intact. Apparently all of these cars contained wheat.—E. Dohrmel, Jenner Elevator Co.

N. Y. C. 414177 passed thru Scotts, Mich., looking as tho 6 or 8 tons of coal had been picked from the middle of the car.—H. R. White, White Bros.

C. B. & Q. 119088 passed thru Hendley, Neb., east bound, on Sept. 29, leaking wheat at the door post.—G. W. Query, mgr., The Farmers Business Ass'n.

C. B. & Q. 110226 passed thru Hendley, Neb., east bound, on Sept. 22, leaking wheat at the door post.—G. W. Query, mgr., The Farmers Business Ass'n.

C. & N. W. No. 91526 leaking grain at side when passing thru Clinton, Neb., on Sept. 2.—Jas. G. Motz, mgr., Clinton Grain Co.

Live stock on farms and ranges of the United States on Jan. 1, 1926, compared with Jan. 1, 1925, was as follows: horses and colts, 15,778,000—16,554,000; mules and mule colts, 5,780,000—5,758,000; all cattle and calves, 59,829,000—62,150,000; cows and heifers (2-yrs. old and over, kept for milk), 22,290,000—22,523,000; heifers (1 to 2-yrs. old, being kept for milk cows), 3,861,000—4,234,000; sheep and lambs, 40,748,000—39,390,000; swine (including pigs), 51,223,000—55,769,000.—U. S. Dept. Agr.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Alworth (Winnebago P. O.), Ill., Feb. 5.—Have moved 7 cars of excellent quality corn since the first of the year, and 2 cars of oats.—L. N. Bowman.

Pekin, Ill., Jan. 25.—There is a large movement of corn here at this time, all three elevators are running to capacity.—C. H. Porter, mgr., Pekin Farmers Grain Co.

Guymon, Okla., Feb. 2.—Milo and kafir too cheap to move; corn 50% moved, sudan probably 65%, millets beginning. Our prices too low on all these products.—Claycomb Seed Store.

Buffalo, N. Y.—Lake grain receipts (in bus.) received during the past year are as follows: Wheat, 223,218,683; corn, 9,853,878; oats, 32,993,745; barley, 31,569,145; rye, 7,133,721; flax, 3,467,853; for an aggregate of 313,236,525.

Portland, Me., Feb. 2.—Unusually large amounts of grain for export are being handled in the warehouses here. Much of this grain has usually gone out of Halifax, N. S. but owing to a controversy in Canada over the use of the Halifax elevators, much of that grain is being shipped through Portland.—S.

Indianapolis, Ind., Jan. 26.—The new corn movement has been comparatively light with most of it showing high moisture content and we are inclined to believe that the fellow who markets his soft corn right now will find it more profitable than to hold it and stand the heavy shrink with the probability of no great increase in price.—Bert A. Boyd.

Vancouver, B. C.—Wheat shipments from this port will total 11,000,000,000 bus. for January. From Jan. 1 to Jan. 24 a total of 7,146,378 bus. went out, with sufficient tonnage now available to load another 2,500,000 bus. From Aug. 1 to Feb. 1 wheat shipments totaled 29,220,000 bus. The last three days of January saw 3,117,594 bus. of wheat shipped out, according to latest dispatches.

Kansas City, Mo.—Receipts during the past year as compared with the previous year (in bus.) are as follows: Wheat, 52,046,550—90,793,950; corn, 18,255,000—23,112,500; oats, 13,506,500—7,693,500; kafir, milo, feretira, 4,232,300—4,637,500; cane, 406,800—no record; rye, 255,500—4,323,400; barley, 511,500—682,500; flax, 1,000—10,000; bran and shorts, 47,380—57,480 tons.—W. R. Scott, sec'y, Board of Trade.

Middle Point, O., Feb. 3.—The heavy movement of corn is over in this territory. The cold weather has removed about 2% of moisture and the corn is grading about a five, with an occasional car of four yellow. We will not have any three yellow corn until May or in June. There is a short crop of hogs and cattle and the surplus of oats and corn will be marketed gradually in an orderly manner. Some farmers expect higher corn prices, but not higher oats prices. There is no hay to ship out to speak of, but there is plenty of feed, fodder and oats straw which takes the place of the short hay crop. Everybody is busy handling corn. Corn is king in the Egypt of North America and will not be dethroned during 1926.—H. G. Pollock.

Rye Movement in January

Receipts and shipments of rye at the various markets during January, as compared with January, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	139,328	1,622,913	43,622	394,678
Chicago	118,000	378,000	22,000	2,378,000
Duluth	609,395	880,000	28,270	41,032
Kansas City	13,200	14,300	3,300	5,500
Milwaukee	178,290	211,890	42,280	108,990
Minneapolis	426,140	475,620	194,640	234,630
New York	300,000	27,000	212,000	699,000
Omaha	128,800	81,200	11,200	32,300
Philadelphia	181,027	200,845	272,000	154,286
Portland	6,000	3,684	.....	.....
St. Louis	1,300	5,200	1,300	2,480
Superior	120,000	443,344	89,678	.....
Toledo	24,000	16,800	9,840	9,100

Barley Movement in January

Receipts and shipments of barley at the various markets during January, as compared with January, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	477,241	309,836	343,388	634,607
Chicago	516,000	915,000	122,000	301,000
Cincinnati	2,800	8,400	.....	.....
Duluth	67,786	46,970	47,700	80,488
Ft. Worth	17,500	41,350	6,250	17,600
Kansas City	34,500	15,000	29,100	15,000
Milwaukee	743,640	1,267,200	169,375	372,756
Minneapolis	1,401,000	2,349,080	1,072,490	1,931,450
Montreal	117,182	78,341	.....	.....
New York	994,400	1,271,600	1,794,000	2,722,000
Omaha	40,000	43,200	56,000	33,600
Philadelphia	189,500	99,839	199,681	10,833
Portland	6,400	42,136	.....	55,860
St. Louis	112,000	97,600	43,200	17,200
San Francisco	526,665	176,430	.....	.....
Seattle	13,750	20,000	.....	.....
Sioux City	3,800	10,800	10,800	7,200
Superior	62,187	32,995	.....	35,198
Toledo	2,400	6,000	.....	.....
Wichita	1,200	1,200	.....	3,600

Corn Movement in January

Receipts and shipments of corn at the various markets during January, as compared with January, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	778,655	88,663	559,176	.....
Chicago	11,424,000	12,473,000	2,144,000	3,207,000
Cincinnati	62,800	83,800	504,000	432,600
Ft. Worth	627,500	562,500	135,000	102,500
Hutchinson	198,250	142,500	.....	.....
Indianapolis	1,936,000	2,933,000	1,380,000	2,247,000
Kansas City	3,223,750	2,905,000	385,000	603,750
Milwaukee	1,419,080	1,256,520	412,305	399,384
Minneapolis	1,232,750	4,145,400	755,000	2,982,170
Montreal	81,016	15,200	.....	.....
New Orleans	293,750	271,250	991,880	295,543
New York	694,500	33,000	503,000	.....
Omaha	2,102,800	3,091,200	1,289,400	1,183,000
Philadelphia	582,475	103,837	322,854	.....
Portland	154,500	179,228	.....	.....
St. Louis	2,277,800	1,527,400	933,800	1,195,000
San Francisco	157,130	70,800	.....	.....
Seattle	126,254	136,250	.....	.....
Sioux City	369,000	1,107,000	259,500	549,000
Superior	13,276	10,705	.....	.....
Toledo	676,250	545,000	453,955	199,820
Wichita	272,400	404,400	78,000	220,800

Wheat Movement in January

Receipts and shipments of wheat at the various markets during January, as compared with January, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	868,300	1,470,636	650,936	1,165,436
Chicago	968,000	1,705,000	670,000	3,769,000
Cincinnati	191,800	504,000	290,000	299,600
Duluth	1,735,685	1,955,119	643,658	537,695
Ft. Worth	466,800	615,600	580,500	521,100
Hutchinson	862,630	1,139,400	.....	.....
Indianapolis	259,600	455,000	1,000	247,000
Kansas City	3,099,800	2,979,350	2,492,100	4,545,450
Milwaukee	219,800	183,400	104,862	173,699
Minneapolis	8,067,200	9,234,450	3,728,170	3,904,390
Montreal	698,372	963,520	.....	.....
New Orleans	33,750	233,500	38,800	1,716,075
New York	5,765,000	3,792,600	7,171,000	4,198,000
Omaha	907,200	1,981,000	641,200	2,210,600
Philadelphia	2,983,839	4,347,401	2,869,557	4,339,942
Portland	1,730,600	900,453	1,867,273	408,867
St. Louis	2,576,000	2,822,740	2,108,400	2,804,760
San Francisco	141,000	307,565	.....	.....
Seattle	345,600	799,300	460,164	285,079
Sioux City	270,000	260,000	22,400	.....
Superior	887,687	1,059,439	246,419	198,927
Toledo	443,800	381,800	195,090	294,850
Wichita	830,250	844,000	838,350	604,800

Oats Movement in January

Receipts and shipments of oats at the various markets during January, as compared with January, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	148,820	88,800	50,524	11,758
Chicago	3,363,000	5,737,000	2,497,000	3,064,000
Cincinnati	244,000	405,000	152,000	312,000
Duluth	1,970,143	1,646,503	13,919	.....
Ft. Worth	505,505	199,500	174,000	85,500
Indianapolis	396,000	940,000	486,000	928,000
Kansas City	528,700	1,080,000	511,500	349,500
Milwaukee	802,850	1,309,000	364,000	851,788
Minneapolis	2,216,280	4,085,120	2,551,580	3,485,070
Montreal	359,672	208,507	9,500	9,567
New Orleans	72,000	180,500	55,539	105,882
New York	1,134,000	580,000	697,000	172,000
Omaha	794,000	1,688,000	1,066,000	1,782,000
Philadelphia	266,473	195,783	163,025	.....
Portland	140,000	54,259	23,708	37,358
St. Louis	2,844,000	2,274,000	2,514,000	2,304,780
San Francisco	63,755	.....	.....	.....
Seattle	45,000	54,000	.....	.....
Sioux City	258,000	412,000	346,000	608,000
Superior	1,057,812	338,193	73,143	.....
Toledo	377,200	430,250	183,290	129,795
Wichita	84,000	390,000	41,000	103,000

Survey of North Dakota Elevators Shows 35,000,000 Bus. Held.

North Dakota elevator operators had in their possession on Dec. 31, 1925, grain valued at nearly \$2,000,000 more than the value of outstanding storage tickets, a survey by the elevator bonding department of the state railroad board shows.

Reports made by the 1,757 licensed elevators in the state showed that grain valued at \$34,963,474.21 was stored in the elevators, while storage tickets to the value of \$33,002,486.51 were outstanding against them. Values were computed on the basis of the market value of the grain at Bismarck on the last day of the year.

Bonds filed by the elevator men with the railroad board in the year totaled \$16,894,750, of which \$6,785,000 represents the normal bond permanently kept on file with the commission and \$8,109,750 were bonds filed to protect farmers who held storage tickets against grain which was not then in the elevator.

No export reprisal duty of wheat going from the Dominion to the United States will be levied, the Alberta branch of the progressive party in power at Ottawa having declared against the policy.

Russia's soviet is liquidating its foreign trade monopoly to end the graft and inefficiency. The 200 employees of the soviet trade delegation at Riga, Latvia, have received notice terminating their services Feb. 1. These departments handled flaxseed, hemp, grain, butter, eggs and furs. The government is now trying to increase the number of private firms, as it is thought private firms will be enabled to get the foreign credits the soviet has been unable to negotiate.

President of Peoria Board of Trade.

In accord with its policy of several years' standing the Peoria Board of Trade this year elected a grain man thoroughly conversant with the grain business and the functioning of boards of trade as its president.

G. A. Peterson, the new head of the Peoria organization, has been connected with the grain business for 18 years continuously in Peoria. He started in 1907 with the Burlington elevator company. Later he was connected with Geo. Breier & Co.; then with Arnold & Harwood, who handled the Peoria business of the Cleveland Grain & Milling Co. Mr. Arnold operated this concern as F. W. Arnold & Co. for a time and finally retired. Then the Cleveland Grain & Milling Co. took over the office, placing Mr. Peterson in charge.

Mr. Peterson has served on the Peoria Board in various capacities, including comites, 6 years as a director, and 2 years as 1st vice-pres., so he brings a ripe experience in the affairs of the exchange to his new office.



G. A. Peterson, Peoria, Ill.,
Pres. Elect. Board of Trade.

Accidents in Country Elevators

BY TRAVELER

A moving belt out from under control or guidance can do a lot of damage and may injure workers, especially if it be a small belt with loose ends.

A helper in one western elevator learned that sad lesson by experience a few days ago. He leaned down to examine the grain cleaner and came too close to one of the small belts. A loose end slapped him across the face, flecking a piece of skin from the left cheek and turning the area about his right eye a deep purple. Had the loose end slapped him directly in the eye he might easily have lost his sight.

* * * * *

In a small 50-bbl. Kansas mill is a miller with his left hand gone at the wrist. It has never been my practice to inquire into a man's

mistakes when not directly concerned, but it is not hard to conjure up a picture of a miller's hand coming alarmingly close to whirling rolls, of it being caught and mangled, of bits of human flesh mixing with ground wheat. Gushing blood, an operating room, a sling, only one good hand. The picture alone should be sufficient warning.—Be careful.

* * * * *

Faulty ladders and rotten boards are not safely intrusted with a man's weight. A Kansas line elevator manager of stocky build didn't believe that until he had experimented. He had occasion to work in the concrete pit, which was some 30 feet deep and used a ladder to aid his descent. Half way down was a long board stretched across the pit. He entrusted one foot to it and placed his weight thereon. The next moment he heard the crack of breaking timber and felt himself dropping

some 14 feet thru space to land with a thud against the concrete bottom. Nothing more serious than a sprained left ankle and a badly bruised left leg resulted. But he was compelled to use crutches for well over two weeks.

A not unsimilar accident happened in the same pit to the preceding manager. This fellow entered the pit by going down the ladder backwards instead of facing the means of descent. Not very far from the bottom one foot slipped from the ladder. A tack carelessly driven in the rung above it caught the slack of his pants and the manager bumped to the bottom sadly bruising that portion of his anatomy upon which babies are spanked, and leaving suspended, on the unimportant tack, the seat of his trousers.

He wrote to his immediate superior thinking he might perhaps be granted a little gift that would at least cover the purchase of a new pair of pants. This was the response:

"Dear Bill: Sorry you fell and hurt yourself. Please don't let it happen again."

Bill used pillows in his chairs for a while and sadly mourned the loss of his only pair of work pants.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

	Jan. 25.	Jan. 26.	Jan. 27.	Jan. 28.	Jan. 29.	Jan. 30.	Feb. 1.	Feb. 2.	Feb. 3.	Feb. 4.	Feb. 5.	Feb. 6.	Feb. 8.	Feb. 9.
WHEAT.														
*Chicago	171½	173½	173½	175½	174½	175½	175½	176	177½	175½	175½	174½	169½	170½
Kansas City	165½	167½	167½	168½	167½	168½	167½	168½	165½	167½	167½	166½	162½	163½
St. Louis	173½	175½	174½	176½	175½	176½	175½	176½	177½	176½	176½	174½	170½	171½
*Minneapolis	164½	166½	165½	168	166½	168	167½	168	169	167½	167½	165½	161½	163½
Duluth (durum)	147½	149½	149½	150½	149½	150½	150	150½	151½	149½	149	147½	143½	145
Winnipeg	155	157½	156½	158½	157½	159½	159½	161½	162½	160½	161	159½	156½	158
*Milwaukee	171½	173½	173½	175½	174½	176	175½	176½	177½	175½	175½	174½	169½	170½
CORN.														
Chicago	84½	85½	84½	85½	84½	84½	83½	83½	84½	83½	82½	82½	80½	81½
Kansas City	80½	81½	80½	81½	80½	80½	79½	79½	79½	78½	78	77½	75½	76½
St. Louis	83½	84½	83½	84½	83½	83½	82½	82½	82½	82½	82	81½	79½	80½
Milwaukee	84½	85½	84½	85½	84½	84½	83½	83½	84½	83½	82½	82½	80½	81½
OATS.														
Chicago	44½	44½	44½	44½	44½	44½	44½	43½	44½	43½	42½	42½	40½	41½
Kansas City	44	44½	44½	44½	44½	44½	44	43½	44½	43½	42½	42½	39½	40½
*Minneapolis	40½	40½	40½	40½	40½	40½	40½	40	40½	39½	39½	38½	36½	37½
Winnipeg	48½	49	48½	50	49½	49½	49½	49½	49½	48½	48½	48½	46½	47½
Milwaukee	44½	44½	44½	44½	44½	44½	44	43½	44½	43½	42½	42½	40½	41½
RYE.														
Chicago	107½	108½	107½	109½	108½	109	108½	108½	109	107½	107½	106	102½	102½
*Minneapolis	99½	101½	101½	102½	101½	102½	102½	102½	102½	101½	101½	99½	95½	98½
Duluth	102½	104½	103½	105½	104½	104½	104½	105	105	103½	103½	101½	98½	98½
Winnipeg	104½	105	104½	106½	105½	106½	106½	106½	107	105	105½	104½	99½	101
BARLEY.														
*Minneapolis	65½	65½	65½	66½	65½	66	65½	65½	65½	64½	63½	61½	62	62½
Winnipeg	61	61½	61½	62½	61½	62½	61½	61½	61½	60½	60½	60	61½	62½
*New style.														

Sioux City, Ia.—Commencing the last week in January prices on grain have been quoted at the Sioux City market instead of prices on other competing markets made possible by the recent establishment of new proportional rates to this point granted by the Northwestern and Burlington.

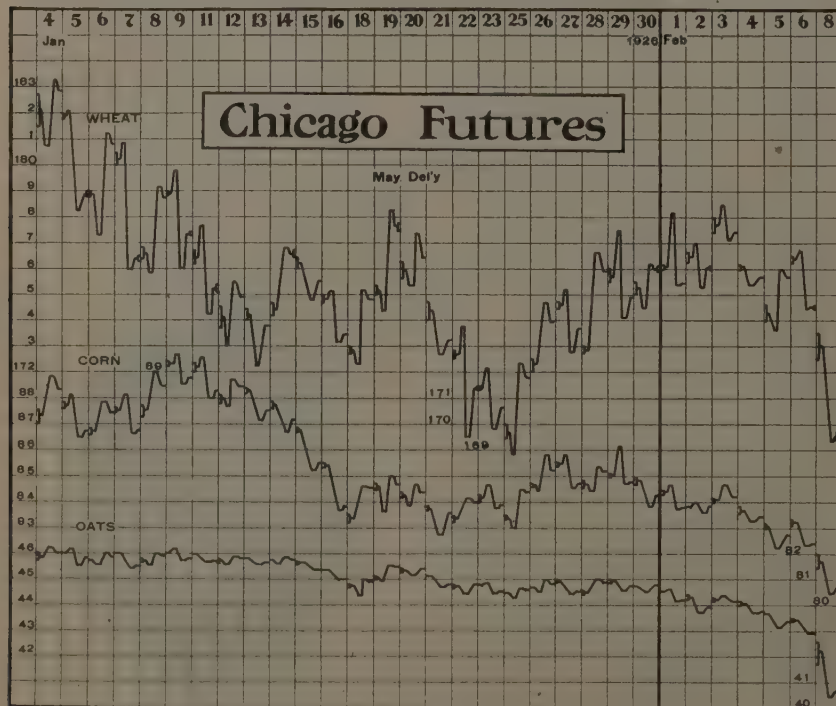
Volume and Open Trades on Chicago Board of Trade.

Revised figures showing the daily volume of trading in grain futures on the Chicago Board of Trade during the month of January, 1926, as reported by the Grain Futures Administration of the U. S. Department of Agriculture. The figures listed represent sales only, there being an equal volume of purchases, expressed in thousand bushels, i. e. (000) omitted:

Jan.	Wheat.	Corn.	Oats.	Rye.
4.....	62,173	16,397	2,898	1,402
5.....	63,220	15,689	2,680	1,927
6.....	57,192	12,642	1,720	1,452
7.....	66,053	12,523	2,838	1,297
8.....	76,221	17,285	1,576	1,620
9.....	47,933	13,067	1,379	702
10.....	61,790	13,526	1,355	1,768
11.....	53,340	8,931	861	922
12.....	50,391	10,576	993	677
13.....	47,766	16,391	999	779
14.....	41,458	18,432	1,939	507
15.....	33,098	15,024	2,509	745
16.....	40,678	11,858	2,767	921
17.....	67,382	11,443	2,119	1,477
18.....	39,208	6,033	723	595
19.....	59,996	12,738	1,458	1,939
20.....	57,535	7,276	2,071	1,585
21.....	32,895	5,686	1,190	752
22.....	52,708	7,079	1,687	1,695
23.....	45,030	9,136	1,323	1,303
24.....	47,901	6,435	1,753	1,418
25.....	74,602	6,406	1,151	2,056
26.....	68,625	15,727	2,865	1,668
27.....	27,530	9,352	867	967
Total	1,281,783	279,062	41,713	30,174
Yr. ago.	1,700,817	661,047	326,169	103,297

"Open contracts" in futures on the Chicago Board of Trade for January, 1926. ("Short" side of contracts only, there being an equal volume open on the "Long" side.) Bushels (000) omitted.

Jan.	Wheat.	Corn.	Oats.	Rye.
4.....	111,668	40,904	52,185	11,657
5.....	109,671	40,640	51,999	11,606
6.....	108,253	41,099	51,694	11,498
7.....	106,637	40,641	52,449	11,842
8.....	105,431	40,658	52,493	12,258
9.....	109,681	40,144	52,679	12,269
10.....	111,363	41,691	52,822	12,536
11.....	111,490	42,289	52,680	12,463
12.....	111,914	42,699	52,600	12,589
13.....	113,146	44,719	52,443	12,667
14.....	111,632	46,048	52,584	12,425
15.....	111,330	47,051	52,784	12,605
16.....	113,267	47,225	52,847	12,663
17.....	113,309	48,590	53,026	12,818
18.....	114,065	49,159	52,968	12,832
19.....	116,135	49,823	53,065	13,030
20.....	115,806	49,888	53,303	13,274
21.....	114,938	49,984	53,364	13,440
22.....	114,361	50,197	53,690	13,622
23.....	116,445	49,931	53,714	13,665
24.....	114,918	49,868	53,909	13,562
25.....	112,852	49,922	53,606	13,060
26.....	110,854	49,641	54,390	13,258
27.....	109,054	50,161	54,653	13,295



The Interior 250,000 Bus. Storage Annex at Minneapolis.

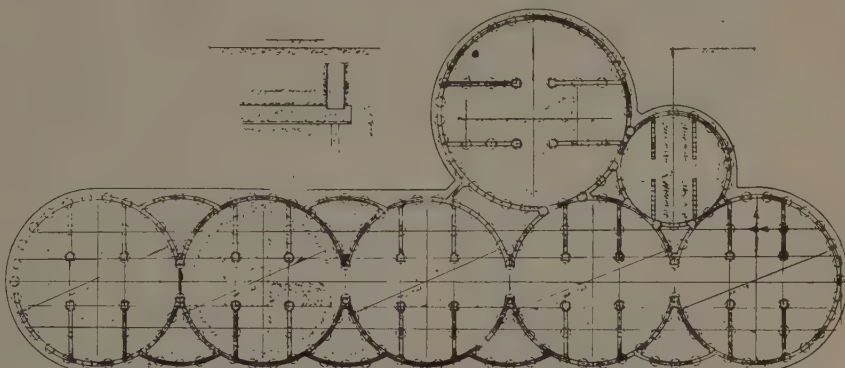
The Interior Malt & Grain Co., of Minneapolis, Minn., has added to its plant the 250,000 bus. of storage annex shown in the engraving herewith.

Instead of relying upon a slab foundation alone the presence of quicksand and a peat bog made it advisable to drive piles under the walls of the reinforced concrete tanks, the larger tank requiring 28 piles spaced 3 ft. centers. The permanency of the structure is assured by making the piles also of reinforced concrete. The five tanks in one row are 25 ft. 6 ins. inside diameter, the large tank is 29 ft. 3 ins., and the one small tank is 17 ft. in diameter. The thickness of the bin walls ranges from 6½ ins. for the small bins and interstices to 7 and 7½ ins. Six of the interstice bins are of identical size, two are smaller and one is four-sided. Under the small tank is a concrete wall foundation; and 8 to 12 piles are driven under the larger tanks to support the bottoms. The extreme length of the row of tanks is 132 ft. 11 ins.

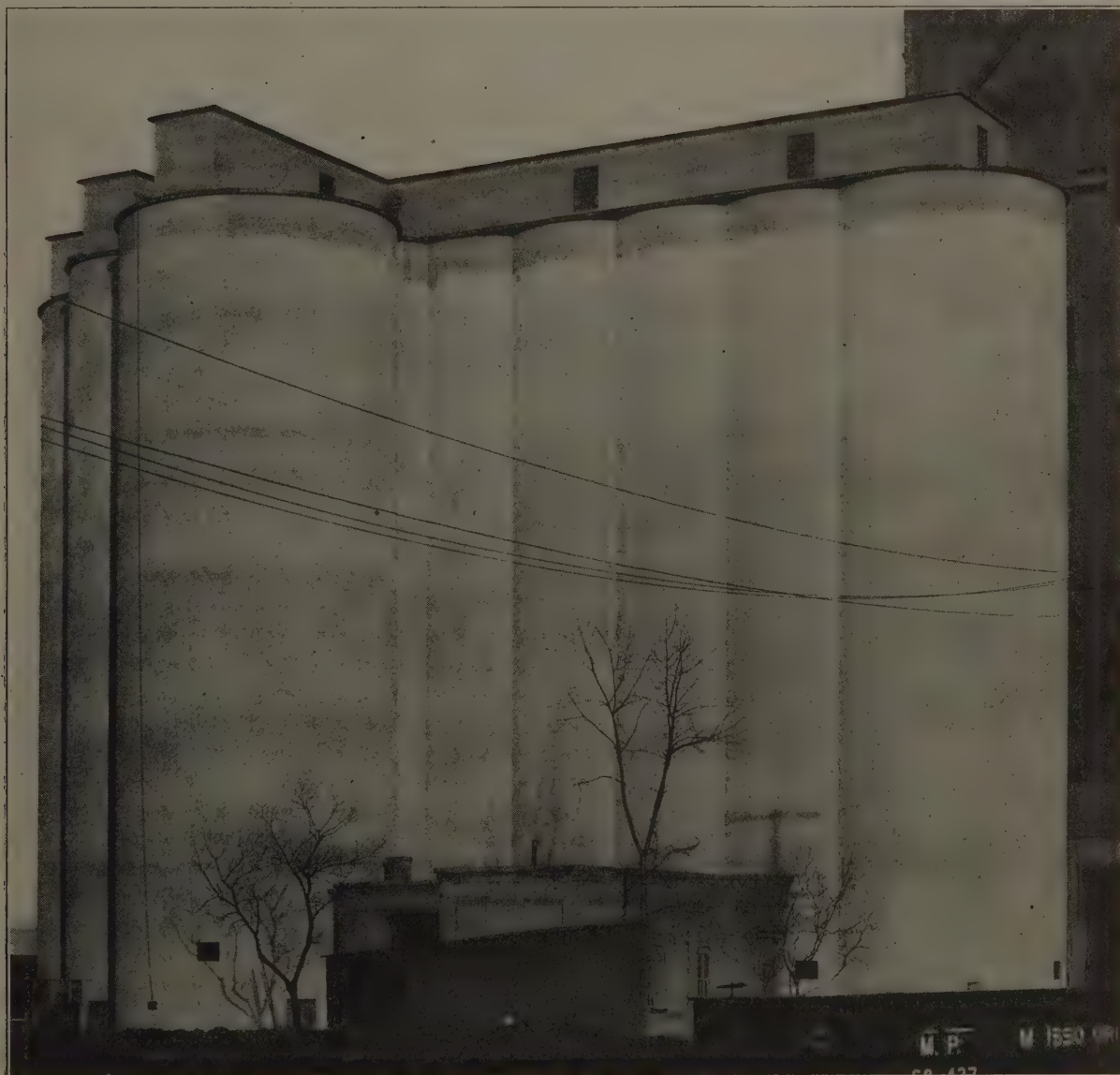
The bins are filled by an 18-in. screw conveyor in the cupola, fed by a spout from the working house, and are emptied by a 28-in.

rubber belt conveyor at bottom. Ventilated motors with push button control individually drive the machinery by American High Speed Silent Chain. The conveyor equipment, power connections and structural steel was furnished by the Union Iron Works.

The overhead suspension of the bin hoppers affords good light and ventilation underneath all bins, besides providing space for a work floor and storage of sacks. The plant was designed and built by the Stevens Engineering & Construction Co.



Ground Plan of 250,000-bu. Reinforced Concrete Tank Annex of Interior Malt & Grain Co., Minneapolis, Minn.



250,000-bu. Reinforced Concrete Annex of Interior Malt & Grain Co., Minneapolis, Minn.

Capital Gains and Net Loss

BY M. L. SEIDMAN OF SEIDMAN & SEIDMAN,
CERTIFIED PUBLIC ACCOUNTANTS

A capital loss is a loss resulting from the sale of property held for more than two years, and a capital net loss is the excess of capital losses over capital gains.

While profits from the sale of property held for personal use, such as a residence or personal automobile, are regarded as capital gains, losses from similar transactions cannot be considered as capital losses. Only such losses are deductible under the income tax law as arise from property purchased for profit. A residence and a personal automobile cannot be so regarded. However, the loss from the sale of real estate held for investment purposes for more than two years, is considered a capital loss. Likewise, the loss from the sale of securities held for more than two years involves a capital loss. This distinction between the nature of property involved in capital gains and capital losses has been retained in the new revenue act now before Congress.

With these principles in mind, the capital net loss can be determined and its effect on the tax is as follows: The tax is first computed on the ordinary income in the regular manner, and from the tax a reduction is made to the extent of 12½% of the capital loss. In other words, where capital net losses have been sustained, the tax can be reduced only to the extent of 12½% of such loss.

Let us work out an example showing just how the tax is affected. Suppose a married man with no dependents has a regular income from salaries, rent, etc., of \$50,000 and that he has sustained a net loss of \$10,000 from the sale of securities held for more than two years. Assuming further, that his earned income was \$5,000, the normal and surtax on the ordinary income of \$50,000 would amount to \$6,137.50. From this is deducted 12½% of the capital net loss of \$10,000, or \$1,250. The net tax is therefore \$4,887.50.

Now, if the capital loss provision were not in the tax law, the tax would be computed on a net income of \$40,000. The total normal and surtaxes on this amount would then be \$4,037.50. As a result of the capital loss provision, the taxpayer is called upon to pay \$850 more than would otherwise be the case.

It is thus apparent that just as the capital gains provision has for its purpose the relief of the taxpayer, so the capital loss provision is intended to limit the benefits which a taxpayer might otherwise derive from the deduction of losses.

It is for this reason that a taxpayer has no option in applying the rules with respect to capital net losses. The tax must be computed following the method outlined above.

An exemption: Since we have seen time and again that to every rule there is an exception, there is one to this rule, as well. That is, that where the tax on the capital loss basis is smaller than the tax would otherwise be without regard to that provision, the higher tax must be paid.

For example, if in the case previously supposed, instead of A's ordinary income being \$50,000, it were \$25,000, and his capital loss remains at \$10,000, upon computing A's tax considering the capital loss provision, we find that the tax on \$25,000 of regular income is \$1,607.50. When this is reduced by 12½% of the capital loss, or \$1,250, the remainder representing the tax to be paid is \$357.50. However, if we disregard the capital loss provision and consider A's net income as \$15,000, that is, \$25,000 ordinary income reduced by \$10,000 loss on sale of securities, A's tax would be \$557.50. Since this is the higher tax, and since, as we have seen, the capital loss provision cannot operate to reduce the amount of tax to be paid, A will have to pay \$557.50.

As in the case of capital gains, no rule of thumb can be laid down to determine when the tax on the capital loss basis will be smaller than the tax computed on the ordi-

nary basis in most cases, it will be found that wherever the ordinary income, not considering the capital loss, is less than \$25,000, the tax computed on the basis of the capital loss provision will be the smaller tax and must therefore be disregarded. However, it is best to work out the tax both ways and use the larger result.

Strenuous efforts are being made to have the new tax law passed by March 1, so that changes in rates may be effective for 1925 returns, and yet not make it necessary to declare a general extension of the filing date beyond March 15.

It looks very much as if the normal tax rates will be reduced from 2, 4 and 6% to 1½, 3 and 5%; also that exemptions will be increased to \$1,300 for a single person and \$3,300 for a married person. The real controversy centers around the surtax rates and more particularly those on incomes between \$24,000 and \$100,000.

Partners' Salaries?

Question. Does not the Treasury Department, in failing to permit a deduction for partners' salaries to a partnership, create a double tax?—A. Y. A.

Answer. If the salary were permitted as a deduction, the partners would have to report the salary as income, since all salaries received represent income. Accordingly, the Treasury Department, in failing to permit the salaries as a deduction, but instead considering them as a distribution of profit, does not tax the same income twice, but merely in a different form.

Sale of Stocks?

Question. Can you tell me the federal and state tax rates that must be paid on the sale of stocks at the present time?—J. L. G.

Answer. Income from the sale of stocks is taxed at the same rates as other income, except that where the stock is held for two years or more, the tax on such income is limited to 12½% by the federal government.

Bad Debt Losses?

Ques. I had an open account with a stock

broker to the amount of \$9,160. This broker failed in July, 1925, and has offered a settlement of 16⅓ cents on the dollar. There is to be a hearing in the District Court of the United States on March 1, 1926, to consider this offer. Having sold the stock in 1925 and made about \$9,160, I want to know in making out my income tax return, can I take out \$7,664, which amount will be left thru this failure and a loss to me after payment of 16⅓ cents on the dollar.—D. W.

Answer. To the extent that you definitely determined in 1925 that part of your account with the stock brokers would be lost, to that extent you can claim deduction for a partial bad debt on your tax return. The amount which the stock brokers offered to settle for is one of the indications of how much you definitely expected to lose in 1925. Other factors to be considered are the condition of the stock brokers and the demands made in 1925 by the creditors on the assets of the firm.

Credit for Dependents?

Ques. Mr. Jones' mother, a dependent, died on the 20th day of December, 1924. Mr. Brown's baby was born on the 28th day of December, 1924. Which of the gentlemen, if either, was entitled to credit under the dependent section of the Income Tax Law? While these are hypothetical cases, they illustrate actual occurrences and local authorities hold that Brown is entitled to exemption for his baby while Jones cannot take credit for support of his mother who died on December 20, although funeral expenses were not paid until after January, 1925.—L. E. L.

Answer. The status of a taxpayer on the last day of the year controls his right to claim exemption for dependents. Accordingly, even though it may appear to be very unfair, Brown is entitled to a dependent exemption, whereas Jones is not.

The Cummins Bill permitting the use of corn sugar in canning without a specific label was passed by the senate Feb. 1, but that will not force the canning factories to use it.



Pile Foundation of Owen Sound Elevator.
[See facing page and pages 164-165.]

The Owen Sound Elevator.

Owen Sound, Ont., has not figured in grain shipping news since the exciting day in December, 1911, when the two grain elevators of the Canadian Pacific Ry. were burned. During the 14 years that have elapsed this excellent harbor has gone unutilized by the grain traffic, altho Owen Sound is the largest city on Georgian Bay, with two railroads, the Canadian Pacific and Canadian National.

The harbor of Owen Sound is at the apex of a narrow V, affording ships a broad entrance and practically land-locked berths, so that it can be safely entered in any weather. After waiting for private interests to build an elevator that again would make the city a grain port the businessmen generally joined in organizing the Great Lakes Elevator Co. to undertake the work of construction and operation. The Dominion government appropriated \$95,000 to dredge the entrance to the harbor and made a slip at the elevator 21½ feet deep. The Dominion Railway Board made an order for interswitching between the two railroads to facilitate the reshipment of grain from the proposed elevator. The citizens voted to advance the Great Lakes Elevator Co. \$450,000 to build the elevator, the elevator company agreeing to subscribe \$100,000, subsequent payments giving the elevator company ownership after 20 years.

The contract for the building was let to the Barnett & McQueen Construction Co., at \$413,000, excavation was begun Apr. 13 and on Nov.

13, 1925, the first grain cargo was unloaded into the elevator.

A steel-reinforced mattress 20 inches thick was laid on 2,500 piles driven for the foundation. The wooden forms for the 26 circular bins, each 23 ft. 2 ins. inside diameter, were set up, and as the work progressed were slid up by electric power jacks, the bins going up to their 96 ft. height in 12½ days' working time, night and day.

The main structure is 96 ft. 6 ins. wide and 168 ft. 6 ins. long, the total height from bottom of the mattress to eaves of the cupola at the shipping end being 174 ft. 3 ins. The marine tower is located in the center of the elevator on the opposite end from the shipping tracks. The concrete track shed is 50 ft. long and 38 ft. 6 ins. wide, housing two tracks. At this end of the house, above the tanks is a concrete cupola to house the two shipping legs, garners and shipping scales.

The 26 circular bins having a capacity of 33,000 bus. each, are arranged in four rows as shown in the engraving herewith. Ten interspaces have a capacity of 8,500 bus. each, and 12 interspaces have a capacity of 4,250 bus. each. Besides this initial capacity of 1,000,000 bus. there is provision for future extensions on either side of the present elevator for a 3,000,000-bu. annex, and traveling marine legs. All the bins are double hoppers, with two draw-off spouts from each bin, thus giving ample capacity to load fully any of the basement shipping belts. This arrangement also allows for future belts from future annexes to discharge

to present conveyors under middle of existing storage.

The marine tower is equipped with one direct motor driven leg, which is 96 ft. in length, designed by the Webster-Inglis Co., and is capable of elevating 30,000 bus. per hour. The leg is equipped with two lines of 13x8x8 in. Buffalo buckets, placed 11 in. centers on a 28-in. friction surfaced rubber belt. A 100-hp. motor drives the leg belt, and a 50-hp. motor drives the drum hoist and pusher manipulating the marine leg. This motor also operates the two ship shovels which are controlled and driven by cone clutches. From the marine leg the grain is spouted to a 1,000-bu. garner above the 500-bu. Fairbanks Hopper Scale, with registering beam. After weighing the grain is dropped to a 2,000-bu. garner below and spouted to loftier boot.

The loftier leg has two lines of 18x8½x8½ buckets staggered 13 in. centers on 38 in. 7-ply, 28-oz. friction surfaced rubber belt, rope driven by one 125-hp. motor.

Direct shipment from the marine leg to cars without going to storage bins is provided for by extending one of the basement conveyor belts back under the garner below a 500-bu. marine leg scale.

In the cupola over the storage bins are two 42-inch conveyor belts with Barnett-McQueen standard conveyor rolls and stands at approximately 6 ft. centers; and two 4-pulley trippers with two-way spouts are equipped with trailers at both ends. The belts are reversible, direct motor driven by chain drives from 25-hp. mo-



1,000,000-bu. Reinforced Concrete Elevator of Great Lakes Elevator Co., Owen Sound, Ont.

[See pages 162, 164, 165.]

tors. The grain is spouted from tripper to bins by stationary spouts.

The basement contains four 38-inch conveyor belts, two of which feed direct to one loft, while the remaining two feed to two cross belts which convey the grain to the other loft. The four conveyor belts are direct motor driven by chain drives from 15-h.p. motors. Each of the cross belts has a 7½-h. p. motor.

The shipping tower is equipped with two Fairbanks Scales of 2,500 bus. capacity each, with weight lifting devices, and two shipping garnerers of about 2,000 bus. capacity each, the spouting from scales being so arranged that grain may be loaded to cars on either track in loading shed from either scale. The shipping lofters are equipped with two rows of 14x8x8 in. Buffalo buckets, staggered. Two 100-h. p. motors drive the lofters by rope transmission. All the electric motors are of 3 phase, squirrel cage, induction type, using current at 550 volts, and are equipped with approved auto starters, no voltage release and overload release. The track shed contains a 2-drum car haul, motor driven, a gravity car unloading pit and power shovel.

Over the track shed is the sacking room, equipped with a Richardson Automatic Scale.

The elevator was designed by the Barnett-McQueen Construction Co.; and C. D. Howe & Co. were consulting engineers for the owners.

The operation of the new transfer elevator is superintended by W. M. Richards, who came

to Owen Sound from Port McNicoll, where he was assistant superintendent of the C. P. R. Elevator for 7 years.

A commendable spirit of enterprise and co-operation has been exhibited by all identified with the new elevator project. The mayor of Owen Sound, W. J. Christie, made a trip thru Western Canada in 1924, interviewing grain shippers on the feasibility of the Owen Sound route for grain. Another citizen who gave much time from his own business is D. J. Kennedy, pres. of the company, who was active in the preparation of the plans, looked after the detail work and attended numerous conferences. The officers of the company are Mr. Kennedy, pres.; Howard Fleming, vice pres.; W. J. Christie, sec'y-treas.; and directors, Morley D. Lemon, W. P. Telford, D. A. Christie and Fred Brown, all public spirited local merchants.

The arrival of the steamer Home Smith with the first cargo for the elevator was celebrated by the tooting of whistles by boats and locomotives. The Canadian Legion City Band standing under the marine leg, played martial tunes. Hundreds of autos had brot a crowd of citizens who cheered, while a member of the elevator com'tee of the city council reached down and threw the first handful of oats of the steamer's cargo into the buckets of the lowered marine leg. Officials of the Canadian National Railway were present; also Fred Heimbecker of Hanover, and Norman Heimbecker of Parrish & Heimbecker, of Winnipeg, Man., Chas. Faessler, Toronto manager of the same firm,

which owned the grain in the first cargo.

A reception was held in the bow of the boat for the officers of the ship, and among those called upon to make addresses were the chairman of the river and harbor com'tee of the Board of Trade, A. J. Creighton, Mayor Christie, Geo. Menzies, pres. of the Board; R. Duncan, member of parliament; Ald. J. K. Leslie; W. J. Piggott, division superintendent of the Canadian Pacific; V. G. Shell, district freight agent of the Canadian National.

The publishers of the Owen Sound daily *Sun-Times* did justice to the occasion in an 8-page section of that newspaper fully describing and illustrating the entire enterprise in a way that reflects credit on their editorial and mechanical departments.

It is pleasing to note that the great confidence of the citizens in the natural advantages of their port has been promptly confirmed by a liberal movement of grain thru it. From Nov. 13 to the close of navigation the grain receipts included 57,328 bus. of wheat; 906,784 oats; 223,766 of barley; 63,884 of screenings and 84,691 bus. of oat scalplings, while the steamer E. B. Osley with 298,000 bus. of wheat and the steamer W. D. Matthews with 270,000 bus. of oats are in the harbor earning winter storage. The elevator officials expect to have plenty of boats to unload as soon as the lakes are open to navigation.

Brazil.—The 2% gold surtax on all imported cereals except rice and barley is to be removed at an early date.



1,000,000-bu. Concrete Elevator of Great Lakes Elevator Co., Owen Sound, Ont.



W. M. Richards, Owen Sound, Ont.
Superintendent.

Some farmers find wheat growing profitable. The Leeker brothers of Shawnee, Kan., sold their car of No. 2 red for \$1.91 on Jan. 29 on the floor of the Kansas City Board of Trade. It was not smutty, damp or dirty so earned no discount.

Causes of 1,531 Elevator Fires.

During the 23 years the Grain Dealers National Mutual Fire Ins. Co., has been underwriting grain elevators and their contents its policyholders have reported 1,531 fires with losses aggregating \$3,544,463.19.

From the start lightning has caused more elevator fires than anything else, but the resulting losses were less than from the fires caused by friction and locomotive sparks.

Of the 1,531 fires suffered by this company during its 23 years of existence all were traceable to some known cause, except 202 or 13.19%, which are classified as unknown. When the Mutual fire insurance companies learn with a certainty the cause of each elevator fire, they will be able to help policy holders to prevent more fires and thereby effect a further reduction in the cost of fire insurance, hence it is directly to the interest of each policyholder to make an earnest effort to discover the cause of each fire and report the particulars in full to his insurance company so other elevator owners of the land may profit by the disastrous experiences of others.

Whenever you fret about the high cost of fire insurance study the following table of causes of grain elevator fires and keep in mind that most of the 1,329 fires credited to known causes could have been prevented. If the policyholders had been vigilant enough to prevent all those fires, they would have saved for their insurance companies and themselves over \$3,500,000. Look over the known causes of fires and then make a survey of the fire hazards you are tolerating in your own

plant. You may prevent another loss and the suspension of your business.

CAUSES OF FIRES DURING TWENTY-THREE YEARS

Cause	No.	Per Cent	Amount
Automobiles, motor trucks	3	.20	\$ 5,812.14
Cob burners, cob houses	20	1.31	30,203.46
Electrical hazard	46	3.00	63,631.87
Explosions in building	7	.46	25,115.76
Exposure	136	8.89	170,001.33
Flues and Stoves	56	3.72	130,581.96
Friction	193	12.61	573,864.85
Grain drier	6	.40	9,402.04
Incendiary	40	2.61	146,927.52
Lighting (not electric)	6	.40	27,351.46
Lightning	365	23.84	342,925.02
Locomotive sparks	159	10.38	420,400.48
Matches and smoking	18	1.17	22,796.17
Powerhouse, power (not electric)	126	8.16	334,443.43
Railroad accident	2	.13	4,508.96
Spontaneous combustion	85	5.55	125,891.82
Tramps	16	1.04	52,888.62
Unknown	202	13.19	953,226.56
Miscellaneous	45	2.94	54,470.15

Total1531 100.00 \$3,544,463.19

The year 1925 added 104 fires with a total loss of \$272,293 to the experiences of policyholders of the Grain Dealers National Mutual Fire Insurance Co. The causes of 86 of these fires was reported and have been classified as follows:

CAUSES OF 1925 FIRES

No.	Cause	Amt. of loss
1	Automobile and Motor Trucks	\$ 127.53
2	Cob Burners and Cob Houses	6,946.40
11	Explosion (Two garages, a bunk car and an elevator caused the heaviest losses.)	46.91
11	Electrical Hazard (Overheated motors, dirty motors, break downs and defective wiring were chief causes of fires.)	10,632.49
7	Flues and Stoves (More than half of this loss came from one fire—manager left office for half an hour and an overheated stove started the blaze.)	22,948.51
12	Friction (Hot bearings, elevator heads, chokes, slipping belts metal passing through machines were some of the friction hazards.)	26,137.63
1	Grain Driers	1,306.57
4	Internal Combustion Engine (The fires under this heading were due for most part to defective engines, or improper handling.)	18,030.90
2	Incendiary	744.85
20	Lightning	59,928.49
4	Locomotive Sparks	15,477.38
1	Matches and Smoking	100.00
5	Open Lights (Lantern left in cupola is accountable for most of this loss.)	7,351.46
1	Power House (Defective boiler setting.)	6,458.88
2	Spontaneous Combustion (In stock and chicken feeds.)	11,651.84
18	Unknown	73,705.90
104	Salvage from Losses of Previous Years	\$272,293.36
	Net Losses Paid in 1925	\$267,841.26

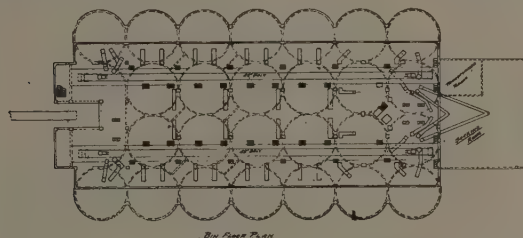
Bill to Force Admission of Rebaters to Grain Exchanges.

The grain exchanges have rules fixing the minimum commission rate to be charged for selling carloads of grain; and the co-operative organizations have rules providing for a splitting of all such earnings with members, on a patronage basis.

The effect is that a member of a co-operative organization could have the full benefit of the full commission paid to maintain the exchange by regular dealers. In other words, the regular dealers would be paying the expense of handling grain for co-operative shippers.

Some grain exchanges in Kansas have gone into court to prevent this; and on Feb. 2 Senator Capper of Kansas introduced a bill requiring all grain exchanges to admit to membership and trading privileges any responsible co-operative organization. Senator Capper said:

"Boards of trade which have not been designated as contract markets have interpreted the law as not compelling them to admit farmers' co-operatives. The refusal of boards of trade in Kansas to admit co-operatives affects some sixty thousand members of co-operative associations who produce and sell annually hundreds of thousands of bushels of wheat and other grains."



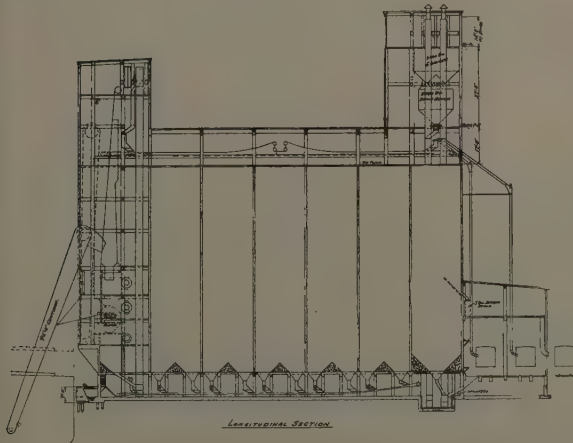
Bin Plan View



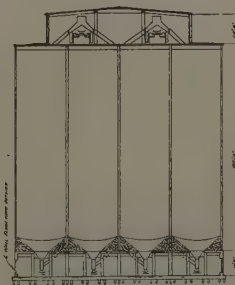
Second Floor Plan



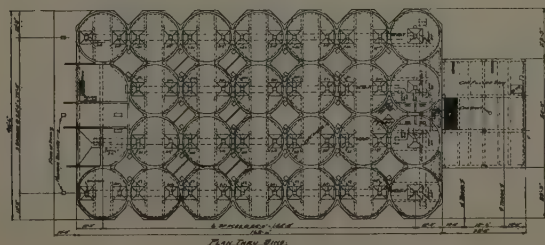
The Lower Plan



Longitudinal Section



Storage Grain Section



Plan View

Bin Plans and Cross and Longitudinal Sections of 1,000,000-bu. Owen Sound Elevator.
[See pages 162, 163, 164.]

Reports Required of Individual Future Trades.

After his conference Jan. 18 with the members of the business conduct committees of the various exchanges Sec'y of Agriculture Jardine on Jan. 20 gave out the following announcement:

By virtue of the authority vested in the Secretary of Agriculture by The Grain Futures Act approved Sept. 21, 1922 (42 Stat. 998), I, William M. Jardine, Sec'y of Agri., do hereby amend the "General Rules and Regulations for Carrying out the Provisions of The Grain Futures Act of Sept. 21, 1922, with Respect to Contract Markets," as follows:

Add at the end of subdivision (f) of section 2,

"Whenever any member carries or has under his control more than one account with any clearing member of a contract market, and the total volume of such accounts is equal to or in excess of the amount fixed in accordance with subdivision (f) of section 2 of these Rules and Regulations, then the total long and the total short position of all such accounts shall be reported and the names of all persons interested in such accounts shall be furnished to the Supervisor in Charge."

"Whenever a member has under his control an amount of wheat, corn, oats, barley, rye, flax, or sorghum equaling or exceeding the amount fixed in accordance with subdivision (f) of section 2 of these Rules and Regulations and files for execution an order for the purchase or sale of any grain future such individual shall report that day to the Grain Futures Administration his total long and/or total short positions in the several futures in that grain in the market."

"Each contract market shall make, or cause to be made, by its non-clearing members reports showing all or such part of the facts required to be shown by or for clearing members as the Grain Futures Administration shall from time to time specify."

"Whenever any non-member of a contract market has under his control an amount of wheat, corn, oats, barley, rye, flax, or sorghum equaling or exceeding the amount fixed in accordance with subdivision (f) of section 2 of these Rules and Regulations, and files for execution an order for the purchase or sale of any grain future, such non-member shall comply with all the requirements and regulations applicable under the Rules and Regulations to members of the contract markets."

Add at the end of section 2,

"In filing name and address of principals of accounts it is not sufficient simply to file the information as the account of John Doe Grain Company, Minneapolis office, New York office, or London office, but the names and addresses of actual individuals must be given."

In accordance with the new regulation the local supervisors entered into correspondence

with the large traders, acquainting them with the regulation, and supplying bank forms upon which to report, and stating that

At the present time the amount of wheat, corn, or oats, fixed in accordance with subdivision (f), section 2, is 500,000 bushels. The amount of rye is 200,000 bushels. (These amounts are not to be construed as placing a limit upon the open interests which may be held by any individual.)

Dummy report is enclosed to illustrate how the report should be made out.

As a protection for your business and for the department records, you may use number assigned instead of filling in name and address. Your number is —

Reports are not required daily, but only when the trader increases or decreases his line. The report will show for the day the kind of grain, number of bushels sold or bought, name of the brokerage firm, amount long and short, and the aggregate of all open accounts.

An examination of the accounts of the larger commission houses would show that many individuals have been running their totals 495,000, 490,000, 485,000, 385,000 bus., etc., or just under the amount required to be reported with name by their commission house.

With the new individual reports by large traders the reports hitherto compiled of all trades become of comparatively little importance except as giving the total volume of business.

Will this new inquisition help either the producers or the consumers?

Michigan-Ohio Dealers in Joint Session at Adrian.

Some sixty grain dealers of northern Ohio and southern Michigan met at the Lenawee Hotel, Adrian, Mich., on Jan. 22, and listened to speakers and engaged in a general discussion of grain topics. Wm. Cutler was the chairman of the evening.

Dr. H. L. "Pat" Freeman of Adrian College was the principal speaker. His subject was "Some Observations on Democracy."

Sam L. Rice of Metamora, O., pres. of the Ohio Grain Dealers Ass'n, presided at the business session which followed.

Many of those present gave short talks on subjects of business interest.

Toledo was well represented by many of the old faithful standbys. A goodly number of country shippers were also in attendance.

This meeting was the second monthly get-together of this group.

Millers Endorse Futures Trading.

When the Senate Com'te on Agriculture had up for hearing, Jan. 26, Senator Caraway's bill to abolish future trading in cotton and grain, a vigorous protest against the distributive legislation was voiced by H. P. Gallaher of Minneapolis, who said:

I am a member of the Spring Wheat Millers' Ass'n, the membership of which includes practically all the mills of Minnesota, North and South Dakota and Montana. At a special meeting of this ass'n on Monday last, at Minneapolis, this Caraway measure was discussed and considered at length, after which opposition to its passage was both pronounced and unanimous.

Would Put Millers Out of Business—I have been milling spring wheat for approximately 50 years—1914 years to be exact. I want to continue milling spring wheat for a time at least, if I may be fortunate enough not to be put out of commission by unwise legislation.

I represent the spring wheat millers of the Northwest. The following is in substance their views of the Caraway bill:

Millers Do Not Wish to be Forced Into Speculation—The abolishment of futures trading in grain would, we are sure, prove to be a serious handicap to the milling industry, not only in the Northwest, but elsewhere. Flour milling of today is a strictly manufacturing and merchandising business. Such profits as are required are from grinding wheat into flour and selling the flour and its byproducts at prices greater than the combined cost of the raw material, wheat, and the expense of manufacturing same. The flour miller does not wish to engage in a speculative business.

Futures Protect Miller Against Fluctuations.—Through the medium of futures markets of the grain exchanges, the miller takes advantage of the insurance which such exchanges afford against the hazard of fluctuating prices in wheat. It makes little difference to the miller whether wheat is \$1, \$2, \$3 bu. Through the purchase of contracts for raw material, wheat, at the time of his sales of flour for future delivery, he protects himself against subsequent fluctuations in the price of that commodity and makes his profits, if any, entirely from the manufacturing and merchandising of wheat products. Since the miller with access to futures trading privileges does not have to take the risk of subsequent fluctuating wheat prices, he is able to do business on a much narrower margin between the cost and selling price than would be possible were this privilege denied him.

The elimination of futures trading, as provided for in this bill, will take flour milling out of the manufacturing and merchandising class and place it at once in the class of highly speculative business. This, in our opinion, would be most unfortunate, and probably disastrous, not only for the millers, but to the farmers, who would necessarily get less for their grain, and consumers, who would necessarily pay more for their flour requirements.

My milling friends feel that the passage of the Caraway antifutures trading bill would create a situation similar to one which would develop if this Congress should pass a bill prohibiting farmers, grain dealers and millers from employing insurance of any kind for protection against loss of their physical properties. Such a situation would require each individual to assume his own risks, and greatly increase his costs. It would become an economic absurdity to force farmers or business men to assume such risks when insurance companies organized for the purpose will carry and redistribute these risks at a much less cost.

The spring wheat millers are unanimously opposed to the elimination of trading in grain futures unless and until some other system of insurance for assuming risks due to fluctuations in grain prices can be set up that will enable them to continue their business on a strictly manufacturing and merchandising basis.

New Iron-clad House at Toronto, Ill.

The 18,000-bu. iron-clad elevator recently constructed by the Glenarm Grain Co., on the Illinois Central at Toronto, Ill., illustrated herewith is 27x30 ft. by 50 feet high and has a concrete basement and wagon pit. The cob burner is of brick.

J. H. White, pres. of the company and manager of this new house, planned the construction in connection with the other officers, Henry Lenhart, vice-pres., and Arthur O'Keefe, sec'y-treas.

A 25 h.p. Fairbanks-Morse oil engine furnishes power. The cup belts are driven thru a double transmission rope.

The machinery includes a Western Sheller and Cleaner, a Richardson automatic scale, and a Fairbanks Truck scale.



Glenarm Grain Co.'s Elevator at Toronto, Ill.

"Mill Oats" Outlawed by Alabama Statute.

The Supreme Court of Alabama denied a rehearing Nov. 19 in the suit by the State against Alexander Gibson to condemn 100 sacks of mill oats, and affirmed the validity of the Alabama statute reading:

"Any person who shall sell what is known to the trade as 'mill oats' or like product either by itself or in combination with a commercial feed (as defined in article 15 of this act) or who shall sell corn, oats, rye, wheat or barley which has been adulterated, by means of the addition thereto of screenings, chaff, weed seed, wild oats, 'mill oats,' or water, shall be guilty of a misdemeanor, and the corn, oats, rye, wheat or barley so adulterated, shall be subject to seizure from confiscation by writ of attachment for condemnation, as provided for in article 21 of this act."

Gibson had ordered thru a broker at Birmingham a carload of mill oats and screenings, which order was filed by the Nashville Grain Co., Nashville, Tenn., and delivered in Birmingham for use of appellant in feeding horses and mules belonging to the public, kept and fed for hire in appellant Gibson's stables in connection with his business as veterinarian.

The court said: A species of wild oats, a natural volunteer growth, is found in the northwestern states, notably in Minnesota and the Dakotas. This wild oat appears in grain fields, and becomes mixed at harvest time especially with spring wheat and oats. It appears at times this wild oat, when screened out, was mixed in small percentages with mill oats and other screenings sold on the market. During and since the World War this wild oat has come to be harvested, threshed, and placed on the market as the sole or chief content of feedstuff sold under the name of "mill oats." This is the "mill oats" known to the trade when our Agricultural Code was enacted, and is the grain seized in this suit.

Wild oats proper are described as resembling common black oat, with dark brown or almost black kernel, incased in a hard cover, with long stiff awn or beard and densely hairy base. By chemical analysis, this wild oat shows a substantial food value, but of less protein and greater fibre content than No. 2 oats. Under the name of mill oats it sells at a lower price than oats.

Not a Desirable Feed.—The state's evidence tends to show this wild oat in its natural state is not a desirable feed, in that the long thorny beard makes sore the mouths of live stock, prevents proper chewing, may injure the stomach, and has low available food value. On this issue there is sharp conflict. The defendant's evidence controverts any injurious effects to the mouth; asserts that by actual test stock thrive well on this feed, etc.

A Noxious Weed.—It further appears this wild oat tends to spread in the grain fields where found, reducing the quantity as well as grade of the cultivated grain crop; that the seed persists and under favorable conditions will remain in the soil and germinate after several years; that in the states where found it is considered a weed pest; that the Department of Agriculture of the United States has so classed it, and issues bulletins in aid of its eradication.

Other evidence, and probably common knowledge, goes to the effect that seeds are scattered and soils may become infected with noxious weeds and grasses through the manures from live stock.

Interference with Interstate Commerce.—The argument of appellant seems to be that "mill oats" is a known and established subject of interstate commerce; that our statute prohibiting a sale thereof is such a restriction upon the movement of this product in interstate commerce as to be violative of the federal Constitution.

If we were dealing with a case of a mere delivery of "mill oats" by interstate shipment for personal use in this state, then several legal inquiries might arise, such as these: Is the name "mill oats," in view of the history shown in the record, deceptive and misleading, within the meaning of the oleomargarine cases?

It may be noted here that it does not appear that Congress has ever recognized "wild oats," sold under the name of "mill oats," as a subject of interstate commerce; but agencies created by Congress are co-operating to prevent the spread of the plant as a weed pest—action in harmony with the purposes of our state law.

We are clear in the conviction that the inhibition of section 4, article 20, of our Agricultural Code, as applied to the sale or offering for sale of "mill oats" in this state, is, under the conditions disclosed in the record, within the police power of the state.

All legislation forbidding the entry of an article into the internal commerce of a state tends to reduce the movement of the article into this state through channels of interstate commerce, and thus indirectly restrict such commerce. This does not deprive the state of the police power to protect its inhabitants by legislation of the character here involved.—106 Southern Rep. 231.

Fort Morgan Grain House.

With access to service over either the Union Pacific or the Chicago, Burlington & Quincy railroads on their direct lines to Denver, the Fort Morgan Bean Co. has built its new grain and bean plant at Fort Morgan, Colo. The company makes a specialty of milling wheat and pinto beans.

The new building is of fireproof tile and is two and one-half stories high, 40x40 ft. It permits of good ventilation as is clearly shown in the accompanying engraving. On the upper floor is a 99D Clip Cleaner and available space for 12 hand-picking machines, for handling beans, several of which have been installed. Space is provided for storage of both beans and grain.

In addition to the wagon load dump, the plant has a special pit for receiving carload lots. The latter is arranged so as to permit loading and unloading of cars at the same time.

The plant was opened Sept. 18, and has been running to full capacity ever since. Large yields of both beans and wheat are being obtained in its territory and the Fort Morgan Bean Co.'s new plant is busy.

Garnet Wheat.

Garnet is a beardless variety although it usually produces a few short fine awns at the apex of the head. Both flowering and empty glumes are unusually long, thus giving the spike or "head" a very characteristic appearance. The beak and shoulder of the outer glume are also quite distinctive. The kernels are hard, red and of medium size. They are smaller and usually somewhat lighter in color than are those of Marquis, while not held so tightly in the "chaff" as are those of Marquis, yet they do not appear to shell or "shatter" easily. The straw does not seem to possess quite the strength of Marquis, although it is regarded as a fairly strong-strawed variety.

In yield Garnet ranks among the best in tests conducted up to the present. Thus at the Experimental Farm at Brandon, Marquis, which heads the list in yield, has exceeded Garnet by less than 1 bushel on the average of the six year period 1919-1924. For the same period Garnet is behind Marquis at the Indian Farm by only about 2 bushels, while at Rosthern, Garnet has beaten Marquis by about a bushel. At Lacombe, Alberta, Garnet and Kitchener tie for first place on the average of the four-year period 1920-1924, leading Marquis by a substantial margin. While these differences may not be significant statistically, yet the yields as given indicate that Garnet may be regarded as a good yielder where conditions are at all suitable.

In date of ripening Marquis is forced to concede a decided advantage to the newer variety, being from 6 to 10 days later than Garnet. It is in this respect chiefly that Garnet seems entitled to consideration.

In quality for bread-making, the flour of the new variety appears to possess plenty of "strength," although it does not possess the extreme whiteness that has distinguished Marquis. It is not anticipated, however, that this will be a serious objection, although the precaution is being taken of having milling and baking tests made on a large scale to supplement the data accumulated by the Division itself from its own milling and baking laboratory.

While the Garnet wheat seems quite susceptible to rust, yet by reason of its earliness in ripening, it frequently may escape the effects of this disease. Something better than an early maturing variety seems necessary however before this scourge may be regarded with equanimity.

Unless some unforeseen defect manifests itself it is expected that Garnet will at least take the place of "Ruby" as an early maturing variety. Both sorts ripen about the same time, but Garnet has a decided advantage in yield, having excelled Ruby in this respect by a substantial margin in practically all tests conducted. The former sort also seems to shatter very little, whereas Ruby is usually very bad in this respect.—L. H. Newman, Dominion Cerealist.

Corn Borer Quarantine in Iowa.

C. J. Drake, state entomologist at Ames, Ia., on Jan. 18 ordered a quarantine providing that all corn and broom corn, excepting clean shelled corn, all sorghums and sudan grass that has been grown or stored in the infested parts of Pennsylvania, Michigan, New York or Ohio, or in any part of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island or Connecticut, are prohibited from entering Iowa unless accompanied by a certificate showing the shipment has been inspected by the United States department of agriculture and found to be pest free.

Dr. Drake says it will be only a matter of a few years before the pest will be found in Iowa. The quarantine is an endeavor to postpone its entry.

It is expected that similar quarantines will be declared by Wisconsin, Minnesota, North and South Dakota.



New Plant of the Fort Morgan Bean Co., Fort Morgan, Colo.

The co-operative marketing bill, H. R. 7893, introduced by Haugen, passed the House Jan. 26. It was published in full in the Journal Dec. 25, pages 770 and 771, and now goes to the Senate. The bill had administration support and therefore passed by a vote of 357 to 3. Its passage by the Senate is expected. It creates a division in the Department of Agriculture to promote co-operative marketing. A quarter of a million dollars is the appropriation called for, to be spent for disseminating information and for aiding co-operative organizations in marketing farm products.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Hoxie, Ark.—Fire destroyed the properties of the Hoxie Feed & Grain Co. recently.

Arkadelphia, Ark.—The elvtr. of the Arkadelphia Mfg. Co. was destroyed in a \$300,000 fire that demolished the company's properties on Jan. 26.

CALIFORNIA

San Francisco, Cal.—Jeremiah O'Keefe, 58, retired grain dealer, died Jan. 27 at his home in San Mateo. He had been ill for more than a week.

Oakland, Cal.—Fire followed a grain dust explosion in the plant of the Albers Bros. Mfg. Co., doing \$1,500 damage. H. S. Snyder, an employee, was injured by the explosion.

Los Angeles, Cal.—O. H. Morgan will succeed Wm. E. Keller as president of the Globe Grain & Mfg. Co. as of June 30. Mr. Morgan is the vice pres. at the present time. The company operates a large line of elvtrs. in the Pacific Coast states, Texas and Utah.

Hayward, Cal.—Brown Grain Co. has opened a new warehouse on the Southern Pacific tracks. The company will handle grain, feeds, poultry supplies and coal, in addition to operating a general warehousing and storing business, acting as wholesale and retail distributors. This point holds second place among California poultry producers, making a lively demand for several carloads of feed daily.—O. H. Brown, mgr.

CANADA

Victoria, B. C.—The Pacific Grain Terminals, Ltd., will soon commence erecting a \$1,000,000 terminal here.

Calgary, Alta.—A new milling plant is expected to be erected here by the Spillers interests, which recently incorporated for \$5,000,000.

Vancouver, B. C.—The Harbor Commissioners are installing a new set of grain drying machinery with a daily capacity of 24,000 bus. at their No. 2 elvtr.

Vancouver, B. C.—It is proposed that the Harbor Commissioners buy the Spillers' Elvtr. here. Grain elevating charges levied are now claimed to be excessive.

Vancouver, B. C.—A 1,000 bus. grain drier is to be placed in Elvtr. No. 2 of the Hastings Mill Co. Further large storage tracks will be placed near the mill property.

Ft. William, Ont.—The board of grain commissioners has been asked by the grain interests at the Head of the Lakes, Ft. William and Port Arthur, to establish a board of appeal that samples will not hereafter have to be sent to Winnipeg for regrading.

Halifax, N. S.—The south end wall of the cupola and one side of the roof of the main part of the 500,000 bus. iron clad, cribbed elvtr. owned by the Canadian National Railways were blown off by a dust explosion at 1:45 P. M., Jan. 27. This house was built by the Inter-Colonial Railway some 35 years ago. Two of the 6 men working in the elvtr. at the time of the explosion were badly burned about the head. The building caught fire in several places and only through the quick work on the part of the fire department was the wreckage saved from the flames. The house contained 33,000 bus. of barley and 27,000 bus. of corn recently received from the British ship Ellerdale, which was forced into port for repairs. The plant was being operated by the Halifax Meal Mills, Ltd. The roar of the explosion startled the people for many blocks away. Fortunately the timbers were so heavy as to retard the explosion and prevent wreckage being thrown far from the building. It is not likely the plant will be rebuilt.

COLORADO

Ordway, Colo.—The Robinson Grain Co. is remodeling the storehouse it purchased here recently into an elvtr.

Limon, Colo.—We added another 50 bbl. unit to our mill here this fall, making the total capacity 100 bbls.—Jack Wilkins, mgr., Farmers Equity Merc. Ass'n.

Limon, Colo.—The Trinidad Bean & Elvtr. Co. completed construction of a 70x24 ft. storage house last month. The company also handles some grain.—C. F. Wheeler, mgr.

Limon, Colo.—We will install new grinding equipment and will increase our warehouse space and bin capacity at an early date.—R. H. Baldwin, mgr., Robinson Grain Co.

Denver, Colo.—Wingate Grain Co., incorporated; incorporators, E. P. Wingate, pres. and mgr.; S. E. Wingate, secy.; H. G. Vaughan, treas. E. P. Wingate was connected with T. D. Phelps Grain Co. for about 7 years.

Kit Carson, Colo.—Chas. A. Krietman recently completed construction of a 12x32 ft. office bldg. and an 18x40 ft. coal shed, installing a Fairbanks truck scale. Mr. Krietman is the local track grain buyer. In connection with the office is a small feed warehouse.

IDAHO

Malad City, Ida.—Sperry Elvtr. & Storage Co. of Ogden, Utah, plan to build a new elvtr. here during the summer.—Malad Mfg. Co.

Copeland, Ida.—A 1,000-ton cribbed elvtr. is to be erected by the Bonners Ferry Grain & Mfg. Co. This coming spring, along with a feed mill and necessary warehouses.

ILLINOIS

Newman, Ill.—The elvtr. of Elvis Weathers was damaged by fire to the extent of \$100.

La Harpe, Ill.—James Kraft, well known feed mill proprietor, died at his home after a week's illness.

Polo, Ill.—Thomas Cashman is not located here any more. He sold his elvtr. to Typer & Hedrick.—O. H. Voight.

Edinburg, Ill.—Rink & Scheib Grain Co. incorporated for \$10,000 by Jos. P. Scheib, Oscar H. and Anna Marie Rink.

Rockford, Ill.—Charles Lundahl has joined his two brothers, George and Arthur, in the firm of Lundahl Flour Co.

Grayville, Ill.—Geo. P. Bowman & Sons, Inc., is a new firm just capitalized by Edwin P., Geo. P. and Francis R. Bowman.

Virden, Ill.—M. Miller bought at public auction the A. B. W. Co. elvtrs. at Atwater, Barnett and Womack, for \$13,600.

Peoria, Ill.—The nominees given in this column in the Jan. 25th number were elected pres. and officers of the Board of Trade.

Payson, Ill.—A new electric motor to replace steam engine power was just set up in connection with the feed mill of Lewis Baker.

Newman, Ill.—The Newman Grain & Lbr. Co. was just incorporated for \$60,000 by Emil L. Weise, E. D. Morrow and Geo. Frame.

Chandlerville, Ill.—J. H. Scott is the new mgr. of the Farmers Co-op. Grain Co. W. A. McNeill just resigned. Mr. Scott is a farmer.

Lily Lake, Ill.—My feed mill burned to the ground Dec. 27th. Partly covered by insurance. No damage was done to the elvtr.—John Winterhalter.

Springfield, Ill.—H. E. Ensley has opened up a carlot grain business here. He has been in the grain business the past 33 years. I will be in his employ and have been in the grain business the past 11 years.—John S. Harms, Ensley Grain Co.

Pekin, Ill.—We have not as yet built an incinerator for the burning of cobs, but intend to as soon as the weather will permit.—Pekin Farmers Grain Co.

Loxa, Ill.—The Loxa elvtr. owned by Albert J. McComas was destroyed by fire on Jan. 27. Loss about \$40,000, covered by insurance. The elvtr. will be rebuilt.

Sidell, Ill.—Fire of unknown origin caused severe damage to stock in the elvtr. of the Sidell Grain Co. on Jan. 23. Loss, \$15,000, partially covered by insurance.

Berry, Ill.—The Berry & Breckenridge Farmers Grain Co. has been taken over by Sim Fernandes of Springfield. It was sold on order of the court by Edwin Chard, receiver for the company.

Dundee, Ill.—We have installed a 15-ton Fairbanks Scale and will build a new office in the spring. After March 1 we will operate as the Dundee Farmers Co., Inc.—Farmers Co-op. Elvtr. Co.

Harmon, Ill.—The two elvtrs. and lumber yard here which were owned by the Armour Grain Co. have been sold to F. A. Grimes of Sterling. I was mgr. of the Armour Grain Co. for nine years and am still employed as mgr. for Mr. Grimes.—L. L. Seago, mgr., F. A. Grimes Elvtr.

Alvin, Ill.—The North elvtr. is leased by Kent Hannah, and the South elvtr. was leased by J. O. Crane, who died about Nov. 1. It is now conducted by Administrator. This house was sold by B. F. Ford to Merritt & Singleton of Hoopston.—Kent Hannah.

Pinkstaff, Ill.—The Farmers Elvtr. Co. at their stockholders' meeting Jan. 19 voted to issue \$5,000 more of the capital stock. The elvtr. was originally incorporated at \$20,000, \$10,000 of which was sold at the start. The additional capital will be used for improvements, replacing old machinery and adding new units and to provide sufficient working capital.

Peoria, Ill.—Illinois Waterway Co. incorporated. Officers, G. C. McFadden, pres.; George McFadden, Jr., v.p.-treas.; Frank Haefner, secy.-traffic mgr. The elvtr. of the company will be the connecting link between river and rail. The marine leg now nearing completion will unload grain barges at the rate of 1,200 bus. per hour. McFadden & Co. recently purchased the elvtr. at Holmes Landing. This is a fireproof elvtr. of 18,000 bus. capacity. Grain will be shipped from this elvtr. and from a number of other river landings to Havana via the barges operated by the Illinois Waterway Co. Barging operations are expected to start as soon as the river opens.

CHICAGO NOTES.

Harry S. Byrne, Omaha grain man, was elected a member of the board of directors of the Nye & Jenks Grain Co. of Chicago & Omaha. Mr. Byrne was also placed on the board of directors of the Nye-Schneider-Jenks Co., the parent company.

The Nye & Jenks Grain Co. has let contract to James Stewart & Co. for a 1,500,000-bu. addition to the Rialto Elvtr. to be completed by or before May 1, 1926. The company just added reinforced concrete storage tanks to its "Wabash" Elvtr. totaling the same capacity.

The Keystone Elvtr. is installing two Monitor Clippers and one Monitor Receiving Separator direct connected to Fairbanks-Morse Motors through flexible coupling. One elvtr. leg is being disengaged from main line shaft and connected to motor to handle oats for these new machines.

The Nye & Jenks Grain Co. has just completed the installation of a marine leg in the Rialto Elvtr. with a capacity of 25,000 bus. hourly. This is the largest and fastest marine leg in Chicago. James Stewart & Co. also just recently completed the installation of a 20,000-bu. (hourly) marine leg in the Wabash Elvtr. at South Chicago for the Nye & Jenks Grain Co., as was reported in the Dec. 25 number of the Journal.

The following new members have been elected to membership in the Board of Trade: Max S. Sickle, Jr., Don B. Kilbourne, Clarence H. Gorton of New York City; Edw. P. Field, New York City; Daniel E. Nade, New York City; Sidney J. Adams, St. Louis; Hugo Stolley, Jake Marks, New Orleans; Carroll V. Geran, New York City; Russell Clark, New Orleans; James Coker, New York City, and Almart H. Stratford, New York City. Applications for membership, Jos. A. Myers and Harry B. Heywood.

Transfers: Warren S. Lewis, Jno. O. Syme, and Jno. J. Wade.

The Nye & Jenks Grain Co. of Chicago has absorbed the Nye Schneider Jenks Co. of Omaha, the Independent Grain & Lumber Co. of Mason City, Ia., the Central Granaries Co. of Lincoln, Neb., the Nebraska Elvtr. Co. of Lincoln, Neb., and the Nye Schneider Fowler Grain Co. of Omaha, as of Jan. 1, 1926. Of the 176 elvtrs. formerly operated by the Nye Schneider Jenks Co., 75 have been sold and the remaining 101 plants will be and are being operated by the Nye & Jenks Grain Co. In the reorganization Julius H. Barnes became chairman of the board. It is understood the personnel is the same thruout. The capital of the Nye & Jenks Grain Co. now consists of \$1,000,000 capital stock and \$1,500,000 surplus.

INDIANA

Peru, Ind.—A \$100,000 fire destroyed the properties of the Peru Mfg. Co.

Ossian, Ind.—The warehouse of the Melching Grain Co. was damaged by fire on Feb. 2.

Aurora, Ind.—Repairs are to be made on the Harry E. Niemeyer elvtr. early this spring.

Green Castle, Ind.—Dennis Curran, 39, is near death, having been shot by one of two holdup men.

Auburn, Ind.—H. W. Timbrook is making plans for the rebuilding of the grist mill recently destroyed by fire.

Frankfort, Ind.—The name of the Stevenson & Bergen Grain Co. is now the Stevenson Grain Co.—C. A. Stevenson.

Kendallville, Ind.—We operate J. Keller & Co.'s elvtr. As a grain firm, J. Keller & Co. is not in business any more.—Nathan Grain Co.

Thorntown, Ind.—We have installed one of Bauer Bros. Attrition Mills in our East Elvtr.—J. C. Kashner, mgr., Sugar Creek Grain Co.

Poseyville, Ind.—The Schaefer flour mill has passed into the hands of Igleheart Bros. The building will be used as a wheat receiving station.

Markleville (R. F. D. No. 1), Ind.—Our shipping point is and our office is located in Emporia.—Walter H. Aiman, Jonathan Jones, Emporia Grain Co.

Evansville, Ind.—The flour mill of Igleheart Bros. has been taken over by the Postum Cereal Co. The plant will continue to operate under its present management.

Loogootee, Ind.—Fire totally destroyed the P. M. Walker & Co. flour mills Feb. 2 at a loss of \$50,000. Some 10,000 bus. of wheat and about 3,000 sacks of flour were consumed.

Brook, Ind.—Lyons, Rich & Light, Inc., is the new name of the recently chartered firm set up by Fred Lyons, Jacob D. Rich and Hugh M. Light, to deal in grain and feed; capital stock, \$60,000.

Sheridan, Ind.—George Drake, 79 years old, died at his home here. For many years he owned and managed the grain elvtr. at Sheridan and was widely known among the grain men of the state.

Bristol, Ind.—The Bristol Mills, owned by the Bristol Co-op. Ass'n, recently passed under the control of Henry F. Rine, at one time mgr. of the ass'n. He has also leased the local elvtr. of the New York Central Ry. Co.

Franklin, Ind.—Feel that it is only fair now to state to your paper and trade that we have enjoyed a very profitable year and have every assurance that we will have another in 1926.—Frank Pyle, mgr., Farmers Grain & Coal Co.

Peru, Ind.—Appraisers of the Farmers Co-op. Elvtr. Co. have placed a value of \$22,380 upon the property. Scott J. Hurst, receiver, filed a report listing indebtedness of more than \$30,000; however, it is understood the business has been operated at a profit during the receivership. Local interests are expected to absorb the properties.

Lebanon, Ind.—The Grant Elvtrs. have been purchased of W. W. Pearson by Reveal & Patterson of Rossville as of Jan. 22. The east elvtr. will be abandoned. A new office and feed warehouse will be erected and new scales are to be installed in the west elvtr. Much other new machinery will also be installed and an extensive repairing and remodeling program will be carried out by the new owners.—Clyde O. Powell, mgr.

Union City, Ind.—Chas. L. Patchell has purchased an interest in the Pierce Elvtr. Co. He left here 17 years ago. Chas. L. Northlane was reported to have purchased the controlling interest of the company's 2 elvtrs. here and the one at Harristown.

IOWA

Huron (Kingston, p. o.), Ia.—The Farmers Grain Co. has dissolved.

Holstein, Ia.—The Farmers Elvtr. Co. was recently damaged by fire.

Alton, Ia.—I am no longer engaged in the grain business.—Casper Steckler.

Granite, Ia.—The Farmers Mutual Elvtr. Co. filed an assignment to C. H. Riley.

Rock Valley, Ia.—The Hunting Elvtr. Co. has installed a Jay Bee mill in its elvtr.

Auburn, Ia.—Wernimount Bros. Grain Co. has installed a Jay Bee mill in its elvtr.

North English, Ia.—A feed mill is now in operation under the management of J. N. Bell.

Gilmore, Ia.—The Gilmore Grain & Elvtr. Co. held an opening of their electric driven feed mill recently.

Rudd, Ia.—F. C. Hale of Orchard will succeed Frank Smith as mgr. of the Farmers Elvtr. Co. on March 1.

McCausland, Ia.—J. O. Shaff of Clinton has purchased the elvtr. and equipment of the Merchants Elvtr. Co.

Le Mars, Ia.—Members of the Plymouth County Co-op. Elvtr. Ass'n met Feb. 5 to discuss topics of interest.

Elgin, Ia.—A corn crusher has been installed by the Weibel Mill Co. Other improvements have also been made.

Council Bluffs, Ia.—H. L. Branaman, who some thirty years ago was a grain buyer at Traer, died here recently.

Orchard, Ia.—Robert Lodge will succeed F. C. Hales as mgr. of the Farmers Elvtr. Co. Mr. Hales has taken over an elvtr. at Rudd.

Sioux City, Ia.—C. C. Flanley forecasts the construction of new grain elvtrs. and mills here, and the growth of the city as a grain center.

Spirit Lake, Ia.—Wm. Waechter has remodeled the Spirit Lake Mill into an up-to-date flour, feed and grinding establishment. The upper two stories were torn down.

Walnut, Ia.—The Farmers Supply Co. has bought the elvtr. of the Farmers Co-op. Co. C. W. Larsen is mgr. An electric motor is being installed to take the place of the old Muncie Oil Engine.—S. D. Larsen, Ass't Mgr.

Emmetsburg, Ia.—I am the new mgr. of the Farmers Co-op. Co. This company expects to reorganize in the spring. Mr. Ruddy, former mgr. of the company, has accepted a position as salesman for the Cool Hill Co. of Omaha.—G. L. Benschoter.

KANSAS

Stockton, Kan.—O. C. Finch will start the erection of a frame elvtr. soon.

Claudell, Kan.—C. M. Alspach has sold his elvtr. to Rose & Wall of Stratton, Colo.

St. Francis, Kan.—I may engage in the track buying business here shortly.—John Meyers.

Kensington, Kan.—The Farmers Grain Co. has been sold to C. E. Robinson Elvtr. Co. of Salina.

Clydesdale (Lenora p. o.), Kan.—W. J. Clydesdale contemplates building an elvtr. here.—Agt.

Woodston, Kan.—The M. L. Meyers Grain Co. expects to build a new concrete elvtr. in the spring.

La Cygne, Kan.—H. A. Kirkendall is the newly selected mgr. of the Blaker Lumber & Grain Co.

Athol, Kan.—O. E. Rice now operates the property formerly run under the name of Douglas & Rice.

Sterling, Kan.—Henry Swartz, 68, pres. of the Arnold Mfg. Co. until his resignation a year ago, died at his home here Jan. 27.

Arlington, Kan.—Stockholders of the Arlington Elvtr. Co. recently voted to improve the elvtr. at this point. E. C. Beauchamp is mgr.

Manhattan, Kan.—A new truck dump will be installed in the 20,000-bu. elvtr. of the Farmers Union Co-op. Ass'n in the spring.—F. S. Blair, mgr.

Deerfield, Kan.—L. L. Beechler just purchased the Everly Grain Co.'s elvtr. here. The former owners maintain headquarters at Garden City.

Belleville, Kan.—The Salina Produce Co. has not purchased an elvtr. here to the best of our knowledge.—D. W. Chapin, mgr. Belleville Mill & Elvtr. Co.

Wichita, Kan.—G. G. Moffitt of the Red Star Mfg. Co. and W. B. Johnston of W. B. Johnston Grain Co., Enid, Okla., have been elected to membership in the Board of Trade.

Mound Valley, Kan.—We are hoping to be able to rebuild our burned elvtr. before the next wheat crop.—Call Bros. (A full report of the fire appeared in the Jan. 10 number of the Journal.)

Topeka, Kan.—Geo. E. Hincke is replacing John H. Ismert as mgr. of the local branch of the Ismert-Hincke Mfg. Co. as of Feb. 15. Mr. Ismert is going to Bonner Springs, Kan., to take charge of the company's properties there.

Marysville, Kan.—The burned plant of the Marysville Mill & Elvtr. Co. is to be rebuilt immediately, according to Fred Schulte, who recently purchased the property. The plant burned in June of 1924 and the company liquidated the following month.—P. J. P.

Topeka, Kan.—G. W. Holden is the new mgr. of the branch office of B. C. Christopher & Co. here. He took charge Jan. 28, replacing Tom Dunn, who is taking charge of the recently opened office for the company at Chillicothe, Mo. Mr. Holden was formerly with Bennett & Co. at Hutchinson, Kan.

Wichita, Kan.—The Imperial Mfg. Co. has taken over the properties of the Commerce Mfg. & Elvtr. Co. We are rebuilding, in fact, have the outside of the upper part of the burned mill building repaired and enclosed now. The machinery is ordered and some of it is here. Have full force of millwrights on job.—E. M. Kelly, pres.

Hutchinson, Kan.—Lee Woolridge of Kingman has purchased the interest of V. M. Ravenscroft in the J. T. Braly Grain Co. which owns elvtrs. at Cleveland, Spivey, Georgia Spur and Kingman. Mr. Ravenscroft has been running a feed and seed establishment at Kingman along with the Farmers Elvtr. Co., which he has under lease. The actual change takes place Feb. 15.

KENTUCKY

Clay City, Ky.—A grist mill has been set up by Elmer Spencer.

Dixon, Ky.—The Midget Flour Mill has been purchased by Willie and John Blackburn. Work on improving the plant will begin at once.

Central City, Ky.—The local flour mill owned by J. H. Baker is being put into first class condition to resume operations after two years of idleness.

Louisville, Ky.—The will of the late S. T. Ballard, pres. of Ballard & Ballard Co., Inc., disposed of an estate of about \$750,000, the bulk of which goes to his widow.

Owensboro, Ky.—O. H. Williams, for the last five years connected with the management of the Rapier Grain & Seed Co., has purchased the stock of Roy A. Miller in the Mullen & Haynes Co. and will go with that company.

Louisville, Ky.—A meeting of the directors of the Ballard & Ballard Co., Inc., on Jan. 26th resulted in the election of Mr. David C. Morton as president. Mr. Morton was formerly vice-pres. Other officers elected are G. A. Breaux, v. p., F. E. Hayes, treas.; and F. V. Kimbel, secy.

LOUISIANA

Baton Rouge, La.—Henry Cohn, Jr., has sold his majority interest in the Cohn Flour & Feed Co. to D. H. and L. N. Taylor who were connected with him in the business. D. H. Taylor becomes pres. and L. N. Taylor, secy-treas.

New Orleans, La.—Henry C. Eustis, mgr. of the millfeed dept. of J. S. Waterman & Co., has resigned effective Feb. 15. He will enter business on his own account under the name of Henry C. Eustis, grain, grain products and hay.

MARYLAND

Baltimore, Md.—The Baltimore & Ohio R. R. Co. has moved its grain offices to more spacious quarters in the Chamber of Commerce Building.

Baltimore, Md.—The C. A. Gambrell Mfg. Co.'s property is to be sold to satisfy a \$600,000 mortgage, it is understood. The Patapsco Flouring Mills of Ellicott City, Md. were formerly operated by this concern.

Baltimore, Md.—Robt. Ramsay, 74, a well known steamship agent and pres. in 1896-7 of the organization out of which the present Chamber of Commerce took root, was burned to death in his home Jan. 24. He commanded the escape of his family.

Baltimore, Md.—A. W. Mears, retiring pres. of the Baltimore Chamber of Commerce, entertained his fellow directors at a dinner on the evening of Jan. 30th. Mr. Mears was presented with a silver flower basket by his hosts, and the presentation speech was made by Pres.-elect A. R. Dennis. At the organization meeting of the new board of directors on Jan. 27, the following officers were elected for the ensuing year: Pres., A. R. Dennis; 1st. v. pres., Ferdinand A. Meyer; secy.-treas., Jas. B. Messing, Henry M. Warfield, Eugene A. Slack, Wm. Rodgers, J. A. Manger and J. Ross Myers were the directors appointed.

MICHIGAN

Rapid City, Mich.—A defective chimney caused loss to the C. L. Randall Co. on Jan. 23.

Marion, Mich.—Chatterton & Son suffered a partial loss by a fire in their plant recently.

Lansing, Mich.—Sparks on shingle roof caused small fire loss to the Isbell-Brown Co. on Feb. 2.

Alma, Mich.—A small fire doing very little damage occurred in the Daily feed elvtr. recently.

Marion, Mich.—The large grain elvtr. owned by Russell Turner Son was totally destroyed by fire on Jan. 26.

Northport, Mich.—Chauncy Porter of Grand Rapids has taken over the flour mill here long closed and will have it in operation shortly.

Traverse City, Mich.—The mill of the Hannah Lay Co. was destroyed by fire on Jan. 26. Loss, \$75,000, partially covered by insurance.

Alpena, Mich.—The retail grain and feed business of the E. C. Hood Co. has been sold to Wm. Trelfa and Wm. Matzke, who will operate under the name of Trelfa-Matzke Feed Co.

Bennington, Mich.—Carl S. Baldwin, mgr. of the Co-op. Elvtr., was badly scalded about the face when the belt running from a gasoline engine flew off and splashed hot water from the tank into his face.

Adrian, Mich.—A joint evening session of the 60 grain dealers of northern Ohio and northern Michigan was held at the Lenawee hotel on Jan. 22. This is the second of a series of monthly meetings.

Lansing, Mich.—The Michigan Millers Ass'n elected the following officers at their meeting held here a few days ago. L. H. Hale, re-elected pres.; Chas. Doyle, v. p.; F. B. Driese, secy., and B. W. Thoman, treas.

Grand Rapids, Mich.—The property of Lewell & Co., consisting of a large elvtr., plant for handling beans, warehouses and office buildings, was sold to the American Seating Co. for consideration of \$90,000.

Palms, Mich.—A new elvtr. has been built by the Thomas Elvtr. Co. Plant is equipped with all new machinery and is fully equipped to handle grain, beans and seed. Electric power is used exclusively.—Farmers Elvtr. & Produce Co., Bad Axe, Mich.

MINNESOTA

Osakis, Minn.—Ted Harrus sold his feed mill to Ed. Pollard.

Oslo, Minn.—The office of the Farmers Elvtr. Co. was burglarized recently and \$200 in cash taken.

Minneapolis, Minn.—The Upton Mill & Elvtr. Co. suffered a \$3,000 fire loss during the last week of last month.

Welcome, Minn.—The Farmers' Elvtr. Co. bought the Rippe elvtr. from the Independent Grain & Lbr. Co. C. F. Swift is mgr.

Lismore, Minn.—We installed a five tube radio in our plant which enables us to get our markets over the radio.—G. Deeg, mgr., Greig & Son.

Duluth, Minn.—Ely Salyards was re-elected pres. of the Duluth Grain Commission Merchants Ass'n Jan. 29. W. W. Bleacher is the v. pres.

Redwood Falls, Minn.—G. A. Paton has accepted the management of the Farmers Elvtr. here. He formerly was mgr. of the Farmers Elvtr. at Pierpont, S. D.

St. Paul, Minn.—The state board of grain appeals rescinded a resolution adopted 3 months ago defining "damp" as applied to flaxseed as that containing in excess of 11% moisture.

St. Paul, Minn.—We have just completed a 60,000 additional storage to our mill, making our combined storage which is used in connection with our mill about 100,000 bus.—St. Paul Mfg. Co.

Iona, Minn.—The business of the Iona Elvtr. Co. will be conducted by the brothers and widow of Charles W. Rathlisberger who died Jan. 5 following an operation for appendicitis. Mr. T. C. Ager has been hired as mgr.

Minneapolis, Minn.—John L. Huber, mgr. of our Williston, N. D., office for the past three years, was transferred to the head office at Minneapolis and Mr. J. H. Fraser succeeds Mr. Huber as mgr. at Williston.—Midland Grain Co.

Duluth, Minn.—Elections of officers of the Board of Trade all went by acclamation, the following being re-elected: P. H. Ginder, pres.; Geo. Barnum, Jr., v. pres.; C. T. Mears, H. S. Newell, and Ely Salyards, directors for 3 yrs.; G. G. Barnum, Sr., M. M. McCabe and E. A. Vivian, to the board of arbitration; Thos. Gibson, F. E. Lindahl, and W. C. Mitchell, to the board of appeals.

Minneapolis, Minn.—Preparatory to retirement from the grain business the McCaull-Webster Elvtr. Co. announced the sale of its only remaining line elvtr. located at Aberdeen, S. D., to L. A. Fuller, local mgr., who will carry on the business. This sale disposes of the last of a line of elvtrs. which the company formerly operated in Nebr., Ia., North and South Dakota, and Montana.—P. J. P.

MISSOURI

Independence, Mo.—The Good Luck Cereal Co. suffered loss by fire recently.

Ash Grove, Mo.—The Summer Mfg. Co. installed a Jay Bee Mill in its elvtr.

Iantha, Mo.—Geo. V. Wolf recently resigned as mgr. of the Producers Grain Co.

Auxvasse, Mo.—Dr. B. M. Spotts of Marshall just sold his mill here to R. A. Porter.

Laclede, Mo.—The Laclede Farmers Exchange is installing new machinery in its feed mill.

Leeton, Mo.—Mail addressed to the Farmers Co-op. Co. has been returned marked "Out of Business."

Rolla, Mo.—John Barnitz recently purchased the Yancy Mills and is making repairs and improvements.

Montrose, Mo.—The Ben Koumans feed establishment was recently taken over by the Farmers Exchange.

Hannibal, Mo.—Gay Smith is mgr. of the branch office of the Farmers Elvtr. & Exchange Co. of Palmyra.—P. J. P.

Carthage, Mo.—John C. Bedell, 90 years old, formerly engaged in the milling business, died at his home here.—P. J. P.

Carthage, Mo.—E. B. Buell of Manhattan, Kan., has assumed his new duties as supt. of the Morrow Kidder Mfg. Co.

Chillicothe, Mo.—Tom Dunn took charge of this office for B. C. Christopher & Co. on Jan. 28. Mr. Dunn comes from Topeka, Kan.

St. Joseph, Mo.—Joseph S. Geisel of the Geisel Grain Co. was operated on for appendicitis recently. He is reported as doing very nicely.

Perry, Mo.—W. A. Robinson leased the J. L. Clark elvtr. and took possession the middle of last month. The owner has operated the plant for over 14 yrs.

Lupus, Mo.—Producers Grain & Exchange Co. incorporated. Capital stock, \$10,000. Incorporators, J. D. Byler, T. H. Pettigrew, M. W. Marshall, Jamestown, Mo., J. H. Miller, Jamestown, Mo., and J. G. Wallenmeyer, Jamestown, Mo.—P. J. P.

New Bloomfield, Mo.—The mill of the J. L. Cole Mfg. Co. was burned. It is believed that the mill was robbed and set on fire by the thieves. The building and equipment cost \$14,000 and were practically new. Loss partially covered by insurance.

KANSAS CITY LETTER.

Improvements on the Kansas-Missouri elvtr. will be completed by July 1.

Samuel Hoyland will go into business with his father who is pres. of the Hoyland Flour Mills Co.

G. Clinton Adams has closed his board of trade office to engage in the insurance business. He dealt in grain, feeds, and seeds.

Burgess H. Brown has applied for membership in the Board of Trade on transfer of H. E. Andrews. Both men are connected with the Norris, Grain Co.

Directors of the Grain Clearing Co. of the Kansas City Board of Trade elected Feb. 1, are: C. W. Lonsdale, pres.; B. C. Moore, 1st v. pres.; J. J. Wolcott, 2nd v. pres.; H. F. Spencer, sec'y-treas. G. G. Lee was reappointed mgr.

Members of the Kansas City Board of Trade voted Jan. 30 to increase the commission for buying or selling grain futures to \$10 per 5,000 bus., or multiples thereof, by a majority of 140 favorable and 28 members against. Full details appeared on page 120 of the last number of the Journal.

The Moore-Lowry Flour Mills Co. has contracted for 150,000 bus. additional storage capacity for wheat, consisting of five new tanks of reinforced concrete, adjoining the present bins, which will make the total capacity 400,000 bus. Construction will start in a short time and be completed in time for the new crop. The plant is located at Rosedale, Kan.

ST. LOUIS LETTER.

Benjamin Gratz has had his membership in the Merchants Exchange posted for sale and cancellation.

Frank Haines of J. H. Dole & Co., of Chicago, has been elected to membership in the Merchants Exchange.

Michael F. Mahoney, 73 years old, retired grain merchant and former member of the Merchants Exchange, died of uremic poisoning after an illness of three months.

Announcement has been made that Merchants Exchange memberships will be redeemed at \$250, dues paid, or \$100 dues unpaid, and to beneficiaries of members a \$500 redemption will be paid.

James P. Newell, for more than 35 years connected with the Merchants Exchange, died Jan. 22, aged 68. Mr. Newell, who started as messenger for the exchange at 14, was for years in charge of the door of the exchange floor.

The Marshall Hall Grain Corp. has been incorporated with a capitalization of \$400,000 by Wm. T. Brooking, Ray E. Pickrel, W. E. Hotchkiss, J. R. Schmitt and E. N. Regan. Mr. Brooking, head of the company, has purchased the Burlington elvtr., capacity 1,400,000 bus. The Marshall Hall Grain Corp. and the Marshall Hall Mfg. Co. will become separate organizations, the latter being under control of Sydor Hall, son of the late Marshall Hall.

A petition of members of the St. Louis Merchants Exchange asking for a change in the rules so that only red winter wheat would be deliverable on contracts for future delivery, on which the board of directors decided it should take no action is being followed by another petition asking that both red winter and hard winter wheat be deliverable on contracts, but that the kind of wheat desired be specified. To bring the matter to a vote, it will require a petition signed by 65 members.

MONTANA

Moore, Mont.—The Montana Elvtr. Co. suffered a small fire loss on Jan. 23.

Opheim, Mont.—T. H. Markle will engage in the grain, flour, feed and fuel business at this place and will erect an elvtr. next spring.

Big Timber, Mont.—Work of overhauling the Big Timber Mfg. Co.'s mill is about completed. J. C. Reynolds manages the institution.

Havre, Mont.—A co-operative elvtr. is proposed by over half a hundred farmers living around here who have already pledged \$30,000.

Laurel, Mont.—M. B. Mickelson of Spokane has purchased the Laurel Mill. He owns and operates two mills in Ida and one other in Mont.—Laurel Flour Mill Co.

Terry, Mont.—Walter Van Dusen, formerly mgr. of the Occident Elvtr. Co.'s elvtr. at Glendive, will assume the management of the Eastern Montana Elvtr. Co. here, succeeding R. C. Miles.

Shelby, Mont.—The old Equity Elvtr. was destroyed by fire causing a loss of \$5,000 which is partially covered by insurance. The elvtr. contained about 15,000 bus. of wheat. Toole County owned the elvtr., it being operated by Mr. Wm. Halter.—L. L. Dean, mgr. Equity Co-op. Ass'n, Conrad, Mont.

NEBRASKA

Alvo, Neb.—Oras Foreman is the new ingr. of the Lee Hill elvtr. here.

Omaha, Neb.—E. Christofferson will succeed W. H. Justin as office mgr. of the Omaha Flour Mills Co.

North Platte, Neb.—The property of the North Platte Mill & Elvtr. Co. now belongs to the Consolidated Bakeries Co.

Elm Creek, Neb.—Farmers Hay & Grain Co., incorporated; capital stock, \$9,000; incorporators, C. E. Gresham, John A. Johnson.

Sargent, Neb.—E. N. Sullivan was appointed mgr. of the Farmers Co-op. Grain & Livestock Co. at the annual stockholders meeting.

Pickrell, Neb.—W. A. Milligan, of Davey, Neb., has been elected mgr. of the Farmers Elvtr., to succeed J. R. Wilson, who resigned recently.

Foley (David City p. o.), Neb.—We are expecting to put in a new gas engine in the near future.—Farmers Grain Co. of Foley, Sam Allen, mgr.

Omaha, Neb.—The Nebraska Millers Ass'n at its annual meeting here elected C. E. Dinsmore of Hastings as pres. and F. J. Zwonecheck, Wilber, v. p.

Lawrence, Neb.—Negotiations are being made for V. A. Hall to take over the lease and operation of the Duff Grain Co.'s elvtr. which was closed about a year ago.

Venango, Neb.—Mail addressed to the Goff Beach Grain Co. has been returned marked "Out of Business Here." This company's elvtr. was destroyed by fire in February, 1925.

Manley, Neb.—I have installed a G. E. 7½ h.p. motor to replace the Foos gas engine formerly used. The new motor does good work and is a wonderful improvement.—Ed Kelly, Mgr. Kelly & Co.

NEW ENGLAND

Millville, N. J.—Jacob Rubinoff has opened a modern elvtr. and feed supply warehouse.

Quincy, Mass.—John H. Litchfield, formerly a well-known grain merchant, died at his home here.

Bangor, Me.—Charles E. Chick, aged 79, died Feb. 2. He was long in the grain business as a member of the firm of Edwin Chick & Son.

Lewiston, Me.—Property in which the E. P. Ham Grain Co. is located in Union square, has been sold by E. P. Ham and Orland S. Ham for upwards of \$55,000.—S. S.

Boston, Mass.—The co-partnership between Daniel Finberg and Joseph Finberg under the name of the Albany Milling Co., has been dissolved. Joseph Finberg will continue the business under the same firm name.—S. S.

Kennebunk, Me.—Charles H. Webber, aged 86, who was for many years in the grain business here, and for years operated a grist mill in addition, died Jan. 31. He leaves three daughters and several grandchildren.—S. S.

West Warwick, R. I.—Robert Forsyth & Son, Inc., has been incorporated with capital of \$50,000 to conduct a grain, feed and hay business. The incorporators are Henry C. Hart, Hoyt W. Lark and Harold R. Semple, all of Providence, R. I.—S. S.

Wollaston, Mass.—John H. Littlefield, for many years in the hay and grain business in Boston and Quincy, Mass., died at the Boston City Hospital recently, aged 81 years. He was a native of Cohasset, Mass. He leaves a widow and several children.—S. S.

Milford, Conn.—A verdict in favor of the Federal Grain Co. of Bridgeport, Conn., against John H. Winters and M. S. Burgess of the former Milford Grain Co. for \$1,907.77, has been given. The Federal Grain Co. alleged that Winters and Burgess transferred title to property owned by the Milford company in Roxbury, Mass., when creditors commenced proceedings against the Milford company.—S. S.

Boston, Mass.—At a recent social meeting of the Boston Grain and Flour Exchange, Charles M. Cox of the C. M. Cox Co., presided and the entertainment included an old-time fiddlers' contest in which John J. Wilder, uncle of President Coolidge, who was a guest of his son-in-law, Carl E. Herrick of Brownsville, Vt., and John F. Whitford of Eastport, Conn., a guest of Edward H. Rugg of the Exchange, were the participants.—S. S.

Boston, Mass.—The Grain & Flour Exchange held its first annual meeting and dinner at the Boston City Club Feb. 2 with more than 300 members and guests present. Albert K. Tappier was elected pres.; Richard E. Pope, 1st v. p.; Edward H. Day, 2nd v. p.; directors, Herbert L. Hammond, Rodney I. Hardy, John N. MacLachlan and Andrew L. O'Toole. The speakers included John Barrett, former director general of the Pan-American Union; Roland W. Boyden, pres. of the Boston Chamber of Commerce; Hubert J. Horan, pres. of the Commercial Exchange of Philadelphia, and Charles Quinn, sec'y of the Grain Dealers National Ass'n.—S.

NEW YORK

Clyde, N. Y.—The Kenco Mfg. Co. has installed a Jay Bee Mill in its elvtr.

Niagara Falls, N. Y.—The National Hay Ass'n will hold its next annual convention at this city on June 29 and 30, and July 1.

Buffalo, N. Y.—The Wilmar Corp. has been incorporated to engage in the grain business. Directors, Fred Marshall and Fred Frost.

Mount Morris, N. Y.—The property of the Galbraith Mfg. Co. was destroyed by fire on Jan. 29. Loss, \$70,000, largely covered by insurance.

Dresden, N. Y.—The Dresden Grain Elvtr. owned and operated by Clarence S. Angus, has been sold to the Birkett Mills of Penn. Yan. The new owners will take possession Apr. 1.

New York, N. Y.—All activities of the Bungees in this country are being consolidated under the name of the Bunge North American Grain Corporation with headquarters in this state.—W. H. Foster, repr., Seattle (Wash.) office.

Buffalo, N. Y.—The Saskatchewan Co-operative Elvtr. Co. has decided to add a store annex to its new elvtr. of 900,000 bu. capacity, making the plant approximately 2,000,000 bu. The annex will consist of 27 cylindrical reinforced concrete tanks, 18 interstice bins, 20 pocket bins, additional shipping leg and shipping belt, 1 hopper scale and car spouts, well as a new office building will be included in the improvements.

Riverside, N. Y.—The elvtr. and whole grain feed store of T. J. Smith & Son burnt to the ground on the morning of Jan. 26th at a loss of \$100,000. Hundreds of tons of bu. grains stored in the bins of the elvtr. were destroyed, as were countless barrels of feed and a large stock of mixed feeds which were bags. About \$22,000 insurance was carried on the stock and the loss on the building is largely covered by insurance. Plans are being made for reconstruction of the elvtr., and in the meantime business will be carried on through t. Warrensburg and North Creek elvtrs., operated by Frank W. Smith.

NORTH DAKOTA

Grenora, N. D.—John Solseth has succeeded Guy E. Almy as mgr. of the Farmers Elvtr. Co.

Hannaford, N. D.—F. R. Cruden rented t. A. Anderson Bldg. and will use it as a whole sale seed house.

Lisbon, N. D.—Friction caused by a rubber belt started a fire in the Farmers Elvtr. Co.'s elvtr. here last month.

Williston, N. D.—A branch office of the Quinn-Shepherdson Co. has been opened here with D. J. Kirby in charge.

Grand Forks, N. D.—Wheat Growers Credit Corp. incorporated. Capital stock, \$20,000. Incorporators, Geo. Duis, J. Hinkel, R. L. Taylor and others.

Streeter, N. D.—The elvtrs. here owned by Jacob Adam & Son, and J. J. Peterson, will soon have new air dumps installed—Agt., Powers Elvtr. Co.

Minot, N. D.—C. L. Sawyer, aged 74 years, passed away at his home here. Mr. Sawyer served the Victoria Elvtr. Co. of Minneapolis as supt. for many years.

Fairmount, N. D.—C. W. McGaffey of Payneville, Minn., is expected to open the Harding Combaker Mill here shortly. The mill of the former burned some time back.

Stanley, N. D.—Our elvtr. was burned Dec. but office and coal shed saved. Loss about \$35,000. Will replace with a 40,000-bu. house to be built in the spring.—N. G. Nelson, Nelson Grain Co.

Leonard, N. D.—C. A. Crisler, mgr. of the S. Anthony & Dakota Elvtr. has suffered considerably from an injury to his hand received when he accidentally slipped into a manhole in the elvtr.

Hettinger, N. D.—Directors of the Hettinger Equity Exchange have accepted their new elvtr. fully equipped from the contractor, the Ibbotson Co. of Minneapolis. This new elvtr. replaces the one destroyed by fire several months ago, and cost \$23,540. Harry L. Otis will be mgr.

Coulee, N. D.—A reward of \$400 has been offered for the arrest of burglars who robbed the Coulee Farmers Elvtr., the business men Coulee and Kenaston joining to raise the fund. The Kenaston men are interested because the burglarizing of the Kenaston Farmers Elvtr. a few weeks ago.

Stanton, N. D.—Otto Sallar, mgr. of the grain elvtr. here was given 60 days in jail, and Richmond Buchmann, a farmer, was given 30 days in jail when they pleaded guilty of obtaining money under false pretense. Buchmann drove his empty truck into the elvtr. as camouflage and drew a \$72.00 check which the two divided.

Lehr, N. D.—J. P. Elchorn built a new elvtr. after his old house was destroyed by fire last summer, and is operating under the name of Elchorn & Son. Our elvtr. is 28 years old this summer, and we plan on installing a new scale and automatic dump this season. Lehr Grain Co. has rebuilt its elvtr. It also operates an elvtr. east of Lehr now known as Ford.—Mgr. Jenner Elvtr. Co.

OHIO

Galloway, O.—I have sold my elvtr. to Kunt Bros. and am not now engaged in the grain business.—C. W. Gaul.

BUCKETS



Our line of Grain Elevator Buckets is complete.

We carry a complete line of Grain Elevator Machinery.

American Machinery & Supply Co.
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Howe Scales

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KANSAS CITY, MISSOURI

Kansas City is the logical market for your corn at this time. Please phone or wire us for bids, our prices will be attractive.

Operators of the Milwaukee and Rock Island Elevators—total capacity 5,500,000 bushels.

McGuffey, O.—A feed mill is to be erected by J. Ward.

Christiansburg, O.—The Shepard Grain Co. recently installed a Jay Bee Mill in its elvtr.

Cincinnati, O.—The Cincinnati Grain & Hay Co. has installed a Jay Bee Mill in its elvtr.

Green Springs, O.—A Jay Bee Mill has been installed in the elvtr. of the Green Springs Co., Co.

Sherwood, O.—W. O. Smith of Mortimer is the new mgr. of the grain elvtr. here. He will assume his new duties Feb. 15.

Bowersville, O.—The New Era Grain Co.'s arehouse was entered by thieves who helped themselves to seed, flour and tools valued at \$250.

Oakwood, O.—The Liepsic Grain Co. has leased the W. H. Hill grain elvtr. and coal yards. C. W. Noggle is mgr. and Geo. Fuller, asst. mgr.

Kingston, O.—I have purchased machinery for the installation of two drag chain dumps to replace the one hoppers dump now in use.—J. Trundige.

Hardin (Sidney, p. o.), O.—H. A. Reitz, formerly with the City Mills at Piqua, is mgr. of the Hardin Grain & Supply Co., succeeding L. A. Richards.

Mortimer, O.—W. O. Smith has resigned as mgr. of the Mortimer Grain & Supply Co. to accept a similar position with the grain elvtr. at Sherwood, O.

St. Johns, O.—L. A. Richards, formerly mgr. of the Hardin Grain & Supply Co. of Hardin, has accepted a position as mgr. of the St. Johns Co-op. Grain Co.

Greenville, O.—The many friends of Ed Grubbs will be pleased to learn that after many months' absence from his office the doctors are now permitting him to spend some time looking after the grain business.

McComb, O.—To date no arrangements have been made for the rebuilding of the Bennett Bros. elvtr. which burned on Dec. 17th. Probably nothing will be done until spring.—The McComb Farmers Co-op. Co.

Dover, O.—S. J. Brister was named receiver of the Immel Feed & Mfg. Co. The company is solvent with assets of \$44,000 against \$20,000 liabilities, and will continue to operate although under a new organization.

OKLAHOMA

Ponca City, Okla.—Mail addressed to the Ponca City Wheat Growers Ass'n has been returned marked "Out of Business."

Minco, Okla.—Harry Johnson recently resigned as mgr. of the Minco Grain Co. to engage in the livestock commission business at Oklahoma City.

Oklahoma City, Okla.—Frank Vandever has severed his connection with the Stowers Grain Co. and probably will engage in the grain business on his own account.

Guthrie, Okla.—The plant of the Gresham Flour Mills Corp. has been taken over by the Logan County Mill & Grain Corp. Lester Stone of Amarillo is pres. of the Logan County Mill & Grain Corp. and J. W. Ricks of Ponca City is mgr. The company just incorporated for \$5,000.

Clinton, Okla.—The new name of the Clinton Mfg. Co. is now the P. G. Newkirk Grain Co. Mr. Newkirk was mgr. of the defunct concern that just reduced its capital stock from \$50,000 to \$21,000, as was reported in last number. The new company's capital stock corresponds to this latter figure. Incorporators are E. A. Humphrey, J. S. and Helen Crosswhite.

OREGON

Fairview, Ore.—Fairview Grain & Whse. Co. has installed a Jay Bee Mill in its elvtr.

Corvallis, Ore.—A Jay Bee Mill has been installed in the elvtr. of the Corvallis Feed & Seed Co.

PORTLAND LETTER.

C. W. Wright has of late been confined to his home with the gripe. He is the chief grain inspector.

We moved our offices as reported and have changed from dealers to brokers exclusively in hay, grain and feeds.—Portland Grain Co.

The Board of Directors of the Merchants Exchange re-elected Frank L. Shull, pres., Ernest H. Meyer, v. p.; R. B. Wilcox, treas., and Stanley C. Jewett, Secy.

Trade Rules com'ites of the Seattle, Spokane, and Portland exchanges, met here Jan. 23 in the sake of uniform trade rules. R. J. Stephens represented Spokane grain interests, while S. C. Armstrong, Wm. Kearns, P. Benedict and A. Ryer were appointed to attend from Seattle.

PENNSYLVANIA

DuBois, Pa.—Fire totally destroyed the properties of the Dinger Mfg. Co. Jan. 23.

Pittsburgh, Pa.—Henry Robinson, aged 82 years, a retired grain merchant, died at his home recently.

Philadelphia, Pa.—Emanuel H. Price is critically ill at his North Philadelphia home. He is treas. of the Commercial Exchange here.

Philadelphia, Pa.—Ambrose B. Clemmer, secy. and Alonzo J. Riley, asst. secy. of the Commercial Exchange were re-elected this week at the 1926 organization meeting of the board of directors. John Mattheal continues as traffic mgr. of the Exchange.

Philadelphia, Pa.—Hubert J. Horan was re-elected on Jan. 26 for a third term as pres. of the Commercial Exchange. Geo. M. Richardson, v. pres., and E. H. Price, treas., were also re-elected. C. Herbert Bell, Roy L. Miller, Filson Graff, Albert L. Hood, Philip R. Markley and Stewart Unkles are the six directors appointed to serve 2 years. The hold-over directors are Robt. Morris, E. R. Rockafellow, E. H. Cocke, Wm. M. Richardson, B. C. Dickinson and Daniel J. Murphy. Robt. Morris, Levi G. West, Morris E. Miller, P. R. Markley, Filson Graff, David H. White and Walter K. Woolman constitute the grain com'ite appointed by the re-elected president.

SOUTH DAKOTA

Raymond, S. D.—The Lytle Grain Co. recently installed lightning rods.

Freeman, S. D.—The Farmers Co-op. Elvtr. Co. has installed a Kewanee Truck lift.

Butler, S. D.—Mail addressed to the Empire Elvtr. Co. has been returned marked "House closed."

Aberdeen, S. D.—The elvtr. of the McCaull-Webster Elvtr. Co. has been bought by L. A. Fuller, who acted as mgr. for McCaull-Webster.

Lesterville, S. D.—A. H. Betts Grain Co. (of Mitchell) purchased 2 elvtrs. at this point and J. J. Kremer now owns the McCaull Webster Elvtr. here.

Wakonda, S. D.—The Wakonda Farmers Elvtr. was purchased by the Fleischmann Malt-ing Co. at sheriff's sale for \$6,000. The house holds 30,000 bus.

Pierpont, S. D.—G. A. Paton, who has been mgr. of the local Farmers Elvtr., has accepted the management of the Farmers Elvtr. at Redwood Falls, Minn.

Faulton, S. D.—The Faulton Farmers Elvtr. Co. is installing electric motors in both elvtrs., all of the enclosed type. They have also installed a large disc cleaner.

Redfield, S. D.—I have resigned my position as mgr. of the Redfield Farmers Elvtr. Co. to take effect Mar. 1. (He has accepted a position as city salesman and branch mgr. for a large oil co.)—Elmer Heitman.

Lennox, S. D.—The Plucker Elvtr. Co. is going out of the grain business. Thanking you for the past service.—J. P. Plucker. (It was reported in the last number of the Journal that Peter Wumkes purchased the Plucker Elvtr.).

Sturgis, S. D.—We will build a mill here and operate it with power from our own 500 h. p. power plant at Belle Fourche. Our plant at Newell and the one at Belle Fourche are operated with "juice" from this same wire.—Tri State Mfg. Co.

SOUTHEAST

Dallas, Ga.—The recently destroyed Dallas Flour Mill is to be rebuilt, it is understood.

Okolona, Miss.—A Jay Bee Mill has been installed in the elvtr. of the Griffin Grain & Seed Co.

Lynchburg, Va.—Mail addressed to the Farmers Seed & Supply Co. has been returned marked "Out of Business."

Jefferson, Ga.—M. A. Benton and T. T. Benton have been chartered to do business under the firm name of the Commerce Mfg. Co.

Lewisville, N. C.—An oil engine replaces steam power in the corn, flour and feed mill recently purchased by F. H. Jennings (formerly of Gal-lax, Va.) of C. O. Sprinkle. The 50-bbl. plant is again in operation.

Birmingham, Ala.—The Mutual Feed & Flour Co. was just incorporated with \$12,000 capital stock by the following officers: J. F. Tyndal, pres.; J. F. Fuqua, vice pres.; Velma M. Bibb, sec'y; Chas. A. Craven, treas. The company proposed to deal in flour, feed, etc.—P. J. P.

TENNESSEE

Obion, Tenn.—The Obion Mill & Elvtr. recently installed a Jay Bee Mill.

Nashville, Tenn.—The mlg. plant of J. B. Ransom & Sons was damaged by fire. Loss, \$5,000.

Memphis, Tenn.—I am not interested in any way with the Roberts Hay & Grain Co. I do not know of any grain elvtrs. being erected here in the near future.—J. W. Fulghum.

Hickman, Tenn.—Application for a charter for the organization of the Farmers Mfg. Co. has been made. The company plans to manufacture flour, meal and other food products.

Memphis, Tenn.—The Grain & Hay Arbitration Com'ite of the Merchants Exchange was just appointed by the newly elected president of the Exchange, Joseph J. Wade, Sr., of which T. B. Jones is the chairman.

Nashville, Tenn.—Our elvtr. was destroyed by fire on Dec. 19. We are rebuilding now and hope to have the elvtr. in operation within the next six weeks. In the meantime we are doing business through the public elvtr. The new plant will have capacity of about 150,000 bus. with all modern facilities.—Moon-Bennett Grain Co.

TEXAS

Navasota, Tex.—Herbert R. Wood has entered the grain and feed business here.

Stephensville, Tex.—A new feed mixing and grinding machine has been installed for Henry Clark.

Tulia, Tex.—The Abernathy Mill & Elvtr. Co. was incorporated by J. A. and M. M. Abernathy, and H. E. Newell with \$15,000 capital stock.

Plainview, Tex.—The contract for the erection of a 7-story concrete flour milling plant for the Harvest Queen Mill & Elvtr. Co. has been awarded. The new building will be equipped with the most up-to-date milling machinery and will cost approximately \$150,000. Work will begin Mar. 1 and it is hoped to have the mill in operation in three or four months. The Harvest Queen plant burned a few weeks ago.

WASHINGTON

Spokane, Wash.—C. E. Johnson Grain Co. which consolidated with the Cameron Yennet Grain Co. is operating under the latter name.

[Concluded on page 178]

THE A. E. STALEY MFG. CO.

Decatur

Illinois

is in the market daily for

SOY BEANS

Quotations made on Number 2
grade Government inspection or
samples submitted

Feedstuffs

Buffalo, N. Y.—A mixed feed plant was just opened by Abercrombie & Valentine.

Rupert, Ida.—A new 30-h.p. engine was just installed for S. J. Hawkins, owner of the Rupert Alfalfa Meal Mill.

Sidney, O.—The Nuventa Cereal Co. has erected a modern plant that is now in operation. S. L. Fowers is mgr.

Riverside, N. Y.—The stock feed warehouse of T. J. Smith & Sons was destroyed by fire Jan. 26 at a loss of \$20,000.

Tulsa, Okla.—A large unit feed mixer was recently installed for the Johnson & Son Seed Co., who now produce chicken feeds.

Hazel Green, Wis.—T. Splinter of Cuba City has taken over the feed mill of this city. Numerous sidelines will also be handled.

Clymer, N. Y.—The J. H. Kirby Feed Mill burned Jan. 25. The loss is placed at \$15,000. Bennick & Neckers operated the plant.

Des Moines, Ia.—The Pro-Lac Mfg. Co. filed trademark Ser. No. 224,293, the words "Vita-Lac" particularly descriptive of prepared stock food.

Bellevue, (Seattle, p. o.), Wash.—Z. Hodges and son Kenneth have entered the feed merchandising business. A feed mill will be erected later.

The cake market still remains dull and listless. Demand for linseed meal is not quite so active as during January.—Archer-Daniels-Midland Co.

Louisville, Ky.—The Moseley Mfg. Co. filed trademark Ser. No. 212,280 consisting of the word "Aidgrow" and particularly descriptive of mineral feeds.

Norfolk, Neb.—We have built on a two-story addition to our elevator and feed mill to house our new poultry feed plant.—Norfolk Cereal & Flour Mills Co.

Poolville, N. Y.—Thos. P. Gaines is the new proprietor of the feed milling business of Geo. W. Berry & Son. The change occurred the first of the year.

Omaha, Neb.—Plans to establish a branch plant of the Tarkio Molasses Feed Co. of Kansas City were announced Feb. 4, by P. E. French, mgr. of the Omaha office.

Wichita, Kan.—Clarence T. Meyer is the new mgr. of the feed department of the Red Star Mfg. Co., succeeding J. C. Cul-linson. Branches are maintained at Enid, Tulsa, and Oklahoma City, Okla. Mr. Meyer was formerly connected with the Kehlor Flour Mills Co. of St. Louis.

Exports of Feedstuffs

Exports of Feedstuffs during December, compared with December, 1924, and for 12 months ending December, are reported in pounds by the Bureau of Foreign and Domestic Commerce as follows:

	December— 1925	December— 1924	12 mos. ending Dec. 1925	12 mos. ending Dec. 1924
Cottonseed cake, lbs.	87,010,040	100,333,669	561,446,037	410,991,534
Linseed cake, lbs.	6,990,186	61,963,404	638,532,208	632,560,892
Other oil cake, lbs.	1,034,536	778,186	17,697,659	3,375,377
Cottonseed meal, lbs.	34,085,821	78,399,882	237,522,841	210,773,675
Linseed meal, lbs.	222,650	1,176,451	12,159,124	20,993,940
Other oil cake meal, lbs.	238,967	4,761,761	20,398,324	11,252,595
Bran and middlings, lbs.	320,000	1,178,000	63,278,000	5,288,000
Screenings, lbs.	136,217	1,337,637	9,078,794	14,351,845
Other mill feed, lbs.	3,206,000	2,318,000	33,630,000	30,352,000
Prepared feeds, not medicinal, lbs.	4,162,140	4,375,417	30,285,101	24,420,846

Barron, Wis.—John J. Holman just acquired two warehouses to be used for storing flour, feeds, grain, lime, salt, etc. He recently commenced manufacturing an egg mash.

Topeka, Kan.—The B. K. Feed Mills filed trademark Ser. No. 216,770 particularly descriptive of chick meal. The mark is the letters "B" and "K" separated by a checkered basket of eggs.

Galeton, Pa.—White & Sons filed trademark Ser. No. 211,314, the words "Pine Creek," particularly descriptive of corn and oats feed, corn meal, poultry laying mash, self-rising pancake flour, and self-rising biscuit and cake flour.

Chicago, Ill.—A full line of feedstuffs is now being produced by the U. S. Grain By-Products Co., for many years specialists in brewer's grain. Application for membership in the American Feed Manufacturers' Ass'n has been made.

Mt. Vernon, Wash.—The feed business and property of the City Grain & Seed Co. was just purchased by O. H. Seiple Co. of Bellington, effective Feb. 1. Articles of incorporation have been filed, placing the capital stock at \$145,000. A bonded warehousing business will also be conducted.

Coffeyville, Kan.—The Rea-Patterson Mfg. Co. filed trademark Ser. No. 222,880, the mark "S and P," particularly descriptive of wheat bran and wheat screenings, wheat mixed feed and wheat screenings, wheat gray shorts and wheat screenings, and corn chop. Claims use since July 1, 1894.

Pres. W. O. Fehling, of the U. S. Feed Distributors Ass'n is making an earnest drive for new members. Members of the recently appointed convention com'te are: L. C. Newsome of Pittsburgh, H. J. Bergman of Minneapolis, C. L. Fontaine of Kansas City, and V. M. Green of Washington, D. C.

Arkadelphia, Ark.—The feed mill, elevator, and two stocked warehouses of the Arkadelphia Mfg. Co. were destroyed and 100,000 bus. of wheat in 10 large concrete bins were ruined by fire Jan. 26 entailing a half million dollar loss. Neither the corn mill nor the flour mill nor the engine room was damaged. The property was insured.

Charleston, W. Va.—Feed entering this state must be tagged to show each ingredient therein, must be of a registered brand or trade mark (for which there no longer is any fee assessed for registering), must show net weight, minimum fat and crude protein, and maximum fiber, also the name and address of the manufacturer, according to a recent edict of the state department of agriculture.

Chicago, Ill.—Robert Stuart, 73, chairman of the executive com'te of the Quaker Oats Co., died Jan. 26 at Pinehurst, N. C., of heart disease. In 1873 he started an oatmeal factory in Cedar Rapids, Ia., under the name of Stuart & Douglas. In 1878 he came to Chicago to handle a branch factory. In 1890 his holdings were sold to the American Cereal Co., which later became the Quaker Oats Co. Funeral services were held at his home here.

Cedar Rapids, Ia.—An expansion and development project covering a 4-month period has been started by the Piper Grain & Mfg. Co. The company recently incorporated for a reported \$50,000. New equipment is now being installed in the mill and the old power system is being replaced by individual motors. A new mixer is to be installed before the end of this week. The entire plant is being subjected to an extensive rejuvenation. The company produces corn meal, hog, chicken and dairy feeds, whole wheat flour, buckwheat pancake flour, etc. J. M. Piper is pres.-gen'l mgr., Frank Sullivan is v. pres. in charge of the plant, and S. W. Wilder is sec'y-treas. Offices were recently moved to the mill.

San Carlos, Cal.—The San Carlos Feed & Fuel Co. was just incorporated for \$50,000 to do a general feed and fuel business by Jos. F. Nash, G. C. Morgan, W. L. Kenaley, N. A. Winters, Chas. H. Morgan and Emile B. Frizzle.

Molasses Feeds Winning Prizes.

At the recent Western National Stock Show in Denver, Colo., all prizes in the fat cattle carload exhibition were won by cattle fed with Tarkio Molasses Feed, the grand champion car going to A. H. Schmidt, pres. of the Tarkio Molasses Feed Co.

The next prize went to Dan D. Casemen of Manhattan, with a load of Tarkio feed cattle, as were the cattle winning third prize for A. L. Klopping & Son.

Mutual Millers & Feed Dealers Ass'n Meets in Buffalo

The annual mid-winter meeting of the Mutual Millers & Feed Dealers Ass'n convened at Buffalo, January 25. The former president and vice-president, viz., L. L. Warner and M. L. Walldorf, presided at the morning and the afternoon sessions, respectively. About two-score members were in attendance.

"The Cost of Doing a Feed Business" was treated by Roy S. Mulkie of Union City, Pa. Clifford Lane, manager of the feed department of the Hecker-H-O Co. discussed the general feed trade outlook as he viewed it.

Charles C. Congdon, chemist of the Park & Pollard Co., covered Feeding Values.

The assemblage voted to meet in Buffalo next summer at the same time the Eastern Federation of Feed Merchants holds its annual convention there. Jamestown has heretofore been the camping ground of the summer meeting of the former organization.

Adulteration and Misbranding.

Frio Cotton Oil Co., Pearsall, Tex., shipped a quantity of misbranded cold pressed cotton seed into Kansas which was found 5.3 lbs. per sack short by federal aids in imposing a \$10 fine on Apr. 20, 1924, after a plea of nolo contendere was entered.

Chickasha Cotton Oil Co., Chickasha, Okla., shipped 500 sacks of misbranded cotton seed meal to New York, according to federal allegations Sept. 20, 1924, in imposing costs of the proceedings, execution of a \$250 bond, and requiring the product to be relabeled showing 2% less protein content than before.

Ashcraft-Wilkinson Co., Fremont, N. C., shipped 300 sacks of cotton seed meal into Maryland which federal authorities alleged was adulterated and misbranded on Apr. 22, 1924, in ordering the execution of a \$1,000 bond, costs, and the product relabeled to show correct contents of protein and fiber, which were over and under rated, respectively.

Sec'y Jardine asked the house agricultural com'te for a special bureau of from 12 to 20 experts to assist co-operative organizations in carrying out the provisions of the agricultural department bill proposing extended federal aid to farmer co-operative organizations.

Senator Smith's (So. Car.) bill providing for regional appointment of members of the Interstate Commerce Commission and for increasing the membership of the commission to twelve was approved by the senate Interstate Commerce subcom'te on Jan. 28. Sectional representation on the commission would result in sectional decisions, a thing the country does not want.

Feed Movement in January

Receipts and shipments of feed at the various markets during January, as compared with January, 1925, were as follows:

	Receipts— 1925	Receipts— 1924	Shipments— 1925	Shipments— 1924
Baltimore, tons	1,358	867	.....	.....
Chicago, tons	14,748	14,163	37,074	44,111
Kans. City, tons	1,890	5,580	32,340	27,240
Milwaukee, tons	1,170	4,038	7,756	11,414
New York, tons	280	810	11	2
Portland, tons	3,080	2,250	.....	.....
Seattle, tons	.....	.....	1,895	8,760
*San Fran., tons	477	149	.....	.....
Wichita, tons	4,280	2,040	.....	.....

*Bran.

Feed Inspection.

BY L. F. BROWN, SEC'Y AMERICAN FEED MANUFACTURERS' ASS'N.

The feed industry as we understand it today, is of comparatively recent origin. The best information obtainable would indicate that it is not until around the year 1880 that Dr. Water of the Connecticut Agricultural Experiment Station, began the study and teaching of the science of animal nutrition, closely followed by Dr. Armsby of Pennsylvania and little later by Prof. Henry of Wisconsin.

It is therefore less than fifty years ago, that the question of digestible nutrients in the feeds then being used, became a matter of study. Generally, hundreds of thousands of tons of valuable by-product materials were being wasted fifty years ago. The wheat miller converted the by-products of his flour mill, such as bran, middlings, and mixed feed, a liability rather than an asset, and yet the wheat by-products were among the first to be recognized as having high feeding value and were put the first by-products to be used as feeds.

FIFTY YEARS AGO, cottonseed meal was known. Much cottonseed was buried by the cotton ginner in order to get rid of it and I am told there is still a law on the statute books in the state of Texas forbidding the burning of cottonseed into the streams of that state. The by-products from the distillery, the brewery, the starch factory, and the oatmeal factory, were unknown or unrecognized as having any feeding values. No attempts were made by the manufacturers to in any way process them into a form suitable for feeding domestic animals.

With our rapidly increasing population, the problem of feeding the people of the United States began to receive serious attention. Probably our forefathers never dreamed that the time would come when this country would feed more people than it could feed, and yet, we are fast approaching that situation. If our population continues to increase for the next twenty years in proportion to the increase of the last fifty years, the crisis will be upon us. It is therefore reasonable to believe that the question of our food supply will become an increasingly important problem in the not distant future and therefore, by the same token, the question of the feeding of livestock will continue to become more and more acute. Because the feeding of livestock with the exception, of course, of work animals, is but a process of transforming materials unsuitable for direct human consumption, into a form suitable for human food, such as meat, dairy products, eggs, etc.

THE STUDY OF SCIENTIFIC FEEDING soon developed the desirability of a ration compounded of several different materials. It was probably this knowledge which is largely responsible for the inception of the mixed feed industry which has steadily grown and now developed into one of the great industries of the country. I also believe that the mixed feed industry has been, and is now, a real conservator of our feed resources, for the mixed feed manufacturer has taken several materials considered until fairly recently waste products, or unsuitable for feeding to domestic animals and poultry and by proper processing and intelligent blending, has done much to moderate the cost of feeding stuffs, and consequently, the cost of human food.

By-product rations composed in part of that portion of the cereals unsuitable for human consumption properly processed and intelligently supplemented with varying kinds and amounts of concentrates, are taking the place of millions of bushels of cereals which would otherwise be fed to domestic animals and poultry as such, in a ground, cracked, or pumped form, without taking therefrom, that portion suitable for human food.

THE ADVENT of the mixed feed industry was the signal for the enactment of feed inspection laws in the several states, probably due to the fact that the blending of two or

more different by-product materials together, offered greater possibilities of sophistication than would be expected or which would be possible by the simple grinding of a single grain or cereal and it is unfortunate that with the inception of the mixed feed industry, there were a hopeless minority who seemed to prefer to travel in the twilight zone between legality and illegality, and whose sole ambition seemed to be to manufacture a feed which would look good and sell well, with but little thought of the economies which should obtain from a continued use of same.

THE FIRST FEED INSPECTION LAW in the United States was enacted in the State of Maine either in the year 1898 or 1899, less than thirty years ago.

I believe, however, that the industry was quick to perceive that an honest feed inspection law, intelligently enforced, offered the manufacturer possibilities in the way of honest competition, almost if not quite impossible to secure through other avenues, and I believe that the vast majority of the feed manufacturers of today, are heartily in favor of such feed inspection laws.

The earnest endeavor of the feed manufacturer of today, is to supply digestible nutrients, honestly made and truthfully labelled to the ultimate consumer at a price, type, quality and requirements considered, which will enable such consumer, in turn, to use such finished products as his raw materials, to be manufactured either into animal energy or human foods of varying forms and at a price which yields him a fair return on his brains, labor, and investment, the industry well realizing that its existence and prosperity is dependent upon and cannot long continue without a successful agriculture.

Such laws so enforced should be a powerful factor towards the elimination of unfair methods of competition, yet, at the same time, be so administered as to afford to the buyer, the benefits which come from the manufacturer's unrestricted opportunity to offer his goods at a fair price, based upon their quality and the service performed.

THE MOST PRESSING PROBLEM in feed control work from the viewpoint of the manufacturer is the lack of uniformity in existing laws, rules, regulations, and standards. I do not believe fundamental conditions throughout the United States are so greatly at variance that a law adequately protecting the interest of the consumer and which is apparently satisfactory to all concerned in any given state, would not be equally satisfactory and sufficiently protective in its requirements to meet the demands of any other state. I know of no reason why a feed manufacturer should be forbidden to label his goods in one state in the manner he is required to label them in another state, nor do I believe that a label printed from a size of type which is considered legible in one state, must, of necessity, be considered illegible in another. I do not believe that economic distribution is promoted by providing that a feed containing a certain amount of protein may be legally sold in one state and its sale forbidden in another, or that a feed carrying a certain amount of fibre is considered perfectly wholesome in one state and an outlaw in another state, provided, of course, that the label always tells the truth.

Many feed manufacturers distribute their products through known and well established channels and frequently have no knowledge of, or are they able to control their final destination. I am hoping that the time may soon arrive when a label may be prescribed which will be accepted without question by every feed control official in the United States.

ONE LABEL FOR ALL STATES.—The general principles considered as desirable to appear in a form of a label attached to packages of feeding stuffs, are as follows:

1. Net weight of contents of package.
2. Name and address of manufacturer.
3. Brand or trade name.
4. Minimum percentage of crude protein.

5. Minimum percentage of crude fat.
6. Minimum percentage of nitrogen free extract.
7. Maximum percentage of crude fiber.
8. Names of ingredients.

This information when appearing on a bag of feed, is sufficient to enable an intending purchaser to determine intelligently the kinds of feed best suited for his purpose. In so doing, he should take into consideration, the responsibility and general reputation of the manufacturer and the service rendered. In fact, the above mentioned information is as complete as science has yet devised for measuring feed values.

IT IS FORTUNATE for the feed manufacturer that the states of the Middle West including Ohio, Indiana, Illinois, Iowa, Nebraska, Kansas, Minnesota and Missouri, have feed inspection laws reasonably uniform with each other, particularly so with respect to label requirements. Not all of the above mentioned states require a nitrogen free extract guarantee but most manufacturers are now making this guarantee whether required in all of the states or not.

CO-OPERATION is better than antagonism and if the right and forward thinking men on both sides can get together, they can solve many of the intricate and disturbing problems of both in a manner which will produce desired results and with the imposition of the fewest possible hardships on those recognized as endeavoring to observe present day business ethics. The feed manufacturing industry co-operating in every laudible effort should endeavor to reduce lost motion and wasted effort, and to promote stability and economy in manufacture and distribution.

A better understanding of the consumer's problems and difficulties and the manufacturer's aims and limitations will go far towards blazing a trail of national advance and it is with this vision that the industry proffers its best thought and talent for the development of a true co-ordinated effort to build and reinforce a foundation of American economic life.

GRAIN DRIERS

for

**COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.**

ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

WILLEY-ELLIS CO.

1223 S. Talman Ave., Chicago
210 N. 13th St., Philadelphia, Pa.

Grain Carriers

Philadelphia, Pa.—The Pennsylvania's corn embargo at the Keystone Elevator was lifted Jan. 28.

The Northern Pacific on Feb. 4 ordered 1,000 50-ton automobile cars convertible into grain cars, costing \$2,500,000.

Bismarck, N. D.—The hearing on the desired preferential intrastate rates to and from Grand Forks has been postponed until Mar. 1.

On Board the Steamship President Roosevelt en route to Cherbourg, France, Jan. 29.—The 8,000-ton English freighter Antiope was sighted rudderless, its bulkheads started, its cargo of wheat soaked and its cabins flooded.

Taxes paid by the railroad companies increased between 1905 and 1915 from \$58,712,179 to \$133,276,330, or 127 per cent, and in 1925 they were about \$360,000,000, or about 500 per cent greater than twenty years before and 170 per cent greater than ten years before.

Buffalo, N. Y.—The proposed \$22,000,000 ocean port to be built at Albany and the \$1,000,000 bu. grain elevator to be completed shortly thereafter is bound to increase the grain traffic passing thru Buffalo. The improvements will be completed and ready for operation by the fall of 1930, it is hoped.

Philadelphia, Pa.—In supporting the proposal that Pennsylvania be represented on the Interstate Commerce Commission it is established that this state has more railroad property by several hundred million dollars than any other state, and similarly, that it has yearly loaded more freight cars.

Philadelphia, Pa.—A movement is afoot to permit the railroads to re-engage in the steamship business, due primarily to the fact that at present the steamship companies are forcing the railroads to haul to New York City where the ocean carriers pay rent and consequently can demand \$2.50 more a ton on top of their present high rates.

Grain and Grain Products were loaded into 45,699 cars during the week ending Jan. 23, a decrease of 3,811 cars under the week before as well as 8,059 cars below the same week in 1925. It is also a decrease of 2,991 cars below the same week in 1924. A surplus of 126,768 box cars were on hand, a decrease of 20,129 over the same period of last year.

Philadelphia, Pa.—The application for equalization of rail and ocean rates on grain and grain products ex-lake from the Northwest to all north Atlantic ports is to be actively opposed by the executive board of the Port of Philadelphia Ocean Traffic Bureau. This is in connection with case No. 13,548, Boston Chamber of Commerce vs. Ann Arbor, et al, etc.

The Board of Railway Commissioners of Canada has upheld the McKeown-Oliver order of September directing the railroads to file rates on westbound grain on the same mileage basis as eastbound grain for export. This decision is against the protest made by the Montreal Corn Exchange when the new rates went into effect about Sept. 15. An appeal is possible to the Governor in Council or the Supreme Court.

To add \$500,000,000 to the railroad wage bill, as labor chiefs are now demanding, is impossible unless the public is willing to pay increased rates for its transportation service, said C. D. Morris, of Chicago, in an address at the annual convention of the Iowa Retail Clothiers' Association, in session at Des Moines. After paying their interest and taxes in 1924 the roads had \$287,000,000 left with which to pay dividends and for investment on capital account.

Kansas City, Mo.—The 5% rate increase hearing in session for over 7 weeks all told closed Jan. 26. The testimony totaled over 2,550,000 words. Hearings were held here, at Chicago, St. Paul, San Francisco, Denver, and Dallas. The western carriers have until Mar. 4 to file briefs, state commissions and shippers until Apr. 3, and the reply-briefs of the carriers must be in by Apr. 27. At least 90 days will be required thereafter before the decision will be forthcoming.

Claims resulting from loss and damage to freight shipments while in transit on the railways of the country were the smallest, compared with the volume of freight handled, during 1925 of any year on record, according to reports filed by the carriers with the Freight Claim Division of the American Railway Assn. During the first nine months, claim payments amounted to \$29,481,082, a decrease of \$7,776,278 or 20.9 per cent under the corresponding period last year, and a decrease of \$6,427,353 or 17.9 per cent under 1923. It was also a decrease of 62.2 per cent under 1921.

Railway Wage Increases Will Necessitate Higher Freight Rates.

The leaders of the railway labor unions are starting a new wage movement which will soon make it necessary for the public to consider anew the relative rights of railway employees regarding wages, of railway patrons regarding rates, and of railway security owners regarding the returns upon their investments," said Samuel O. Dunn, editor of the *Railway Age*, in an address at the dinner given Jan. 20 by the Transportation Club of Peoria to those attending the meeting of the Mid-West Regional Shippers' Advisory Board.

"The new wage movement is being started by unions of employees engaging in operating engines and trains, but past experience has shown that such movements, once started, may be expected to extend to all classes of employees. It is understood that demands will be made for the restoration of the wage scale fixed by the Railroad Labor Board in 1920. These were the highest wage scales in history, and their restoration to all employees would increase the annual operating expenses of the railways of the country almost \$500,000,000 annually.

"It is plain that such advances in wages could not be made without resulting either in a general advance of railway rates or a reduction of the net return being earned by the railways in every territory which would bankrupt most of them. About one-third of the advance in wages would have to be borne by the western lines which are seeking an advance in freight rates because the net return being earned by them now is far below a 'fair return'.

"This new wage movement therefore raises very directly the question of whether railway employees at present are more entitled to advances in wages than railway patrons are to protection from large advances in rates or than railway security-owners are to protection from drastic reductions in the net returns being earned on their investment.

"The average wholesale price of all commodities is now 50 per cent higher than in 1913, the year before the war began. The average freight rate per ton per mile in the country as a whole is only 53 per cent higher, and in western territory is only about 35 per cent higher. In 1913 the net return earned by the railways on their property investment was 4.94 per cent and in the last five years before government operation was adopted in 1918 it averaged 4.78 per cent. During the five years since all government guarantees to the railways were withdrawn after their return to private operation the return earned by them on property investment has averaged only 4 per cent and in 1925 was only 4.8 per cent, or less than in 1913. The cost of living during the last five years has averaged, and is now, about 73 per

cent more than in 1913, while the average annual wage per railway employe has been during these five years, and is now, 115 per cent higher than in 1913, and, because of reduction in their hours of work, the increase in their average hourly wage has been much greater. The average annual wage of all employes directly in engine and train service has increased from \$1,170 in 1913 to \$2,348 in 1925, or 100 per cent.

Jackson Rate Case.

Jackson, Miss.—Officials of the Vicksburg route, in conference here announced Jan. 2 that they would withdraw their proposed tariff on grain and feedstuffs, which virtually put Jackson manufacturers of commercial feed out of business. The proposed tariff made a prohibitive rate on feedstuffs shipped from Jackson to points east of Meridian, which meant that Jackson manufacturers would be shut out of eastern markets, leaving Meridian and Memphis manufacturers in possession of that field. The complaint has been pending since the announcement that the Alabama & Vicksburg Railroad Company would put on this rate.

A satisfactory agreement has been reached between the manufacturers and the railroad officials. Jackson will hereafter get a 100 per cent transit on grain and grain products against a 70 per cent transit heretofore, and the 34 per cent higher rate discrimination has been removed. It was also announced by the Vicksburg Route officials that Jackson will get a transit on molasses and cottonseed products.—P. J. P.

The Montgomery Grain Rate Case

Jackson, Miss.—A case involving the threat of an increase of \$800,000 to the freight charges already paid by Mississippi shippers came up for final hearing in Washington, Jan. 27, before the Interstate Commerce Commission. This case is known as the Montgomery grain rate case. Mississippians now pay to the railroads operating in this state a total of \$75,000,000 in freight rates every year, in addition to a total of \$57,000,000 in passenger fares.

The danger in the Montgomery case, which came up on complaint of the shippers of grain in that section is that the examiner who heard the case presented, has recommended that the increase in the Mississippi rates be granted in order to avoid the alleged discrimination against Montgomery. The rates on grain to Montgomery are higher than they are to Mobile, Ala., and Meridian, Miss., and Montgomery complains that this is an unjust discrimination against her.

Attorney General Knox, while admitting the discrimination, denies that such discrimination is unlawful, because traffic to Montgomery is subjected to different conditions from those that surround the movement to either Meridian or Mobile. He has intervened in the Montgomery complaint and the commission has allotted time for his argument in defense of the Meridian rates.

In discussing this matter, Gen. Knox said that the question presented was one of state-wide importance because of the effect such a ruling if adopted would have on rates on grain and grain products throughout the entire state. The advances at Meridian as proposed by the examiner, amount to about \$20 per car on all sorts of grain or grain products. This, applied to Meridian alone, is a serious question, but due to the intimate relationship of rates at Meridian, Jackson and Vicksburg, and the relationship of those rates in turn to the rates to all other sections of the state, it is clear that if the Interstate Commerce Commission requires advances at Meridian, such advances must be reflected throughout the entire state.

The Montgomery dealer cannot understand why he must pay 36 cents from St. Louis, while Meridian pays only 27 cents and Mobile 25 cents. This is what has brought the com-

aint. Gen. Knox requested the commission take no action on the present complaint until a general investigation is held.—J. P.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

The Burlington has just issued a tariff showing reductions on grain from points in Nebraska north to Lyons and west to Laurel, effective Feb. 10.

The I. C. C. has granted the Canada Atlantic Co. permission to file tariffs on grain on a day's notice, from Chicago and Milwaukee to Georgian Bay ports.

C. & E. I. supplement No. 19 to tariff No. 1. C. C. No. 7, cancels supplements No. 18, effective Feb. 28, of joint and proportional rates on grain and grain products from stations on the C. & E. I. to points in Ala., Ark., Ky., La., Miss., and Tenn.

In Lewiston Elevator Co., et al., vs. C. G. W., et al., I. C. C. No. 16145, rates on grain from Minnesota points to Chicago, Milwaukee and other Wisconsin points taking the same rates, needed the contemporaneous combinations of rates to and proportional rates from Winona, but were not considered unreasonable.

I. & S. No. 2519 the I. C. C. permits the withdrawal of the Pennsylvania (particularly P. C. C. & St. L.), from participation in rates on grain and grain products from points in Minnesota, Wis., and Mo. River points New Orleans, La., and other Gulf ports and stations in the Mississippi Valley territory.

C. & St. P. application No. 12,790 asks authority to establish rates on grain from the following Iowa stations to Kansas City, St. Louis, Atchison and Leavenworth, direct: In addition to Sexton, Spirit Lake to Rockwell City, etc., without observing the long and short provision of the Interstate Commerce Act.

C. & E. I. supplement No. 14 to tariff No. 1. C. C. No. 70, cancels supplement No. 13, effective Feb. 20, of joint and proportional rates on grain, grain products and grain by-products from stations of the C. & E. I. also in East Joliet, Ill. (via E. J. & E.) to points Ala., Fla., La. and Miss., shown in tariff amended. Reductions are shown.

B. Boyd, Agt. Western Trunk Lines supplement No. 54 to Circular No. 1-R, I. C. C. A-1444, cancels supplement No. 51, effective Mar. 3. Changes in the rules governing weighing and reweighing of carload freight constitutes an advance in rate, as specified. Advance is also made under the section covering stopping cars in transit to complete unloading or to partly unload.

A. T. & S. F. supplement No. 11 to tariff 5588-N, I. C. C. No. 10056, cancels supplement No. 8 and several increases and decreases are noted in prevailing rates of local, joint and proportional commodity freight tariff applying on grain and grain products, from points in Kan., Colo., Mo. and Okla.; also Superior, Neb., and Joplin, Mo., to points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla. and Wis., effective Feb. 27.

Delmar Co. vs. Great Northern, No. 16,576, rates on grain from points in N. Dak., S. Dak., and Minn. to Superior, Wis., unrestricted as to routing, were applicable thru Minneapolis when billed to that point and reconsigned to Superior, as well as on the direct route, according to the recommendations of Examiner McChord. The proportional rate from Minneapolis to Superior was held illegal and reparation with interest should be forthcoming, according to the finding.

C. R. I. & P. supplement No. 1 to tariff No. 27537-J, I. C. C. No. C-11480, effective Feb. 28, of joint and proportional rates on grain, grain products, seeds, hay and broom corn on stations on the C. R. I. & P. in Ill., Ia., Kan., Minn., Mo. and Neb., to stations in Ill., Ind., Ky., Mich., N. Y., Ohio and Pa. includes proportional rates in articles named in Sec. 5 of item No. 12 of tariff from Minneapolis, Minnesota Transfer and St. Paul, Minn., to stations named in Sec. 7 of item No. 12 of tariff.

Birkett, Mills, et al vs. D. L. & W., No. 16,383, has been recommended for dismissal in a finding that a transit charge of 1/4c maintained at several rate points in the state of New York in connection with the so-called f. o. b. on grain and grain products from Erie, Buffalo, and Oswego, to eastern destinations, and defendant's failure and refusal to permit transit in connection with the so-called at-and-east rates on grain from those points to the same destination, are not unreasonable or unduly prejudicial.

C. & N. W. supplement No. 15 to tariff No. 11475-J, I. C. C. No. 9380, effective Feb. 2, gives reductions in rates on grain, grain products, etc., from 7 stations in Iowa to Chicago and Milwaukee. From stations on the C. & N. W. in Ia., Minn. and S. Dak., etc., rates to mentioned stations in Wisconsin will be the same as to Milwaukee, having the effect of placing these stations in the free transit territory. These stations include Cecil, Underhill, Mosling, Gillett, North Branch, Krakow and Green Valley. Shipments from these points may now be forwarded from Milwaukee free account transit instead of applying arbitraries as at present.

C. R. I. & P. supplement No. 30 to tariff No. 22000-H, supplement No. 28 to I. C. C. No. C-11168, cancels supplements Nos. 23 and 22, respectively, of local, joint and proportional rates on grain, grain products and seeds between Chicago, Moline, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Ia., Minneapolis, Minnesota Transfer, St. Paul, Minn., and other stations named under Index Nos. 1 to 2000, inclusive, of tariffs, as amended, and stations on C. R. I. & P. Ry. and connections in Ill., Ia., Minn., Mo. and S. Dak., including Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Kansas City, Atchison, Leavenworth, Kan., Albright, Omaha and South Omaha, Neb., effective Feb. 6, also the rates on fax seed shown on page 2 of supplement No. 16 will not become effective and are hereby withdrawn and cancelled.

C. & E. I. supplement No. 16 to tariff No. 600-A, I. C. C. No. 165, postpones the effective date of supplements Nos. 9 and 11 on interstate traffic, as herein explained, until Jan. 29, and cancels supplement No. 16 of local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (broom corn, Hungarian and millet) and red top seed chaff from stations on the C. & E. I., also from Henderson and Owensboro, Ky. (and stations on the L. H. & St. L. taking Owensboro, Ky., rates), and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.), and Momence Transfer, Ill. (via C. M. & G.), to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., W. Va. and Wis. shown in tariff as amended. C. & E. I. supplement No. 17 cancels supplement No. 15, effective Feb. 22. Numerous reductions are noted. C. & E. I. supplement No. 18, effective Jan. 28, cancels supplements Nos. 9, 11 and 16.

C. R. I. & P. supplement No. 10 to tariff No. 10389-I, I. C. C. No. C-11361, cancels supplement No. 8, effective Feb. 20, of local, joint and proportional rates on grain, grain products and seeds and other articles as shown in tariff between St. Louis, Hannibal, Mo., E. St. Louis, Alton, Quincy, Ill., to stations in Ill., Ia., Minn., Mo. and S. Dak., also Kansas City, Atchison and Leavenworth, Kan., also on grain and grain products from stations in Ia., Minn. and S. Dak. to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined southeastern and Carolina territories, also proportional rates on barley, corn, oats, pearl barley, rye, wheat and wheat flour and articles taking same rates as named in tariff from Alton, E. St. Louis, E. Alton, Ill., Des Moines, Ia., Hannibal and St. Louis, Mo., to points listed in Sec. 7 of item No. 4 of tariff, as amended.

Chicago Wins Rate Case

Interstate Commerce Commissioner Esch has ruled in favor of the Chicago Board of Trade in its complaint, No. 15511, alleging that rates on grain and grain products from points in Iowa to Chicago were unreasonable and unduly prejudicial compared with the rates to St. Louis, Kansas City, Des Moines, Sioux City and Omaha.

The complaint was pressed vigorously by J. S. Brown, manager of the transportation department of the Board of Trade; and later the Milwaukee Chamber of Commerce joined in a favorable intervention.

The 4-cent differential, Chicago over St. Louis, was declared by Mr. Brown to be a glaring maladjustment.

The Commission said: "The fault lies with the rates to St. Louis. They are relatively lower than the general basis in this territory and have been the source of complaint from Kansas City as well as from Chicago."

The commission also found the rates unduly prejudicial to Chicago and preferential of Kansas City from points south of the main line of the Rock Island from Davenport to Des Moines and east of the main line of that road from Des Moines to Allerton, Ia.

The Commission prescribes a schedule of distances by short line where the rate on wheat should be the same to Chicago as to St. Louis or Kansas City; and where the rate should be less to Chicago, the distance being less. For example: If the distance to the nearest point is 250 miles and Chicago is 50 miles nearer than St. Louis or Kansas City the rate to Chicago should be 1 cent under. It is ruled that rates on coarse grain should not exceed 90% of the wheat rates.

For the purpose of this case a route shall be deemed reasonably direct when it is not more than 115% of the shortest route embracing not more than three line-haul carriers.

The railroad companies are ordered to remove the prejudice not later than Apr. 5.

One of the important roads affected is the Wabash, which has always hauled most of the grain originating on its line to St. Louis.

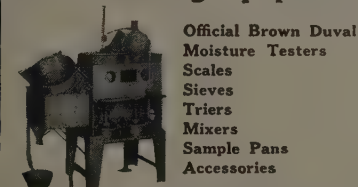
Delays Incident to Sampling and Testing.

The Northwest Regional Advisory Board has given some attention to the delay in the movement of grain laden cars by sampling at various railroad centers intermediate between the harvest fields and Minneapolis and Duluth terminals.

The grain com'te of the Board adopted a resolution that the practice of sampling at these outlying points be continued.

D. P. O'Neill of the state board of grain appeals informed the group at a recent conference that the testing of incoming wheat for protein content would not cause damaging delays, with proper co-operation between the railroads, the elevators and the state testing laboratory.

PROFIT is assured by using correct Grain Grading Equipment



Official Brown Duval
Moisture Testers
Scales
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Why Not Electrify Your Moisture Tester?

Our equipment used by the Government Grain Inspection Dept. and thousands of mills and elevators.

Seed Trade Reporting Bureau
1018 So. Wabash Ave.
Chicago, Ill.

Patents Granted

1,570,891. Utilizing Corn Cobs. Herman Heuser, Chicago, Ill. This invention is a foodstuff consisting of a mixture of corn cobs and germinated cereal containing products of proteolytic and amylolytic enzyme conversion of the former.

1,571,444. Grain Car Door Latch. Peter M. Bozich, Spokane, Wash. The latch is a combination with a keeper-socket and a transversely extending pin, of a pivoted latch comprising a pair of rigidly spaced hooks adapted to co-act with the pin and socket, and a spring detent for retaining the hooks in engaged position.

1,571,536. Conveyor. Frank N. Wilson, Webster Groves, Mo. This endless conveyor has a chain consisting of a series of links provided with laterally extending lugs, which lugs are each provided with a slotted opening, a plurality of links connecting the first mentioned lugs, and a plurality of blades connected to the lugs of first mentioned links by means of pins passing through the slotted openings.

1,569,201. Grain Conditioner. Scebron M. Pearsall, Abilene, Kan. The conditioner comprises a chute inclined both to the vertical and horizontal, a paddle wheel arranged in the chute so that its paddles will project radially into the depth of a stream flowing through the chute, a water pump driven by said paddle wheel, and a delivery pipe leading from said pump to the discharge stream line of the chute.

1,571,460. Automatic Weighing Machine. Jas. B. Van Deren, Hennessey, Okla. The weigher consists of a receptacle divided into two equal chambers, an oscillating feed-pan centrally pivoted to the bottom of the receptacle and comprising halves inclined at an angle to each other; an oscillating weighted arm mounted upon one side of the receptacle; and links connecting said arm with respective sides of the feed-pan.

1,570,521. Grain Elevator Attachment. Hector H. Parliament, Henry, S. D. A casing on one side of the leg with a discharge spout at its upper end has means for establishing communication between the lower end of the casing and the lower end of the leg, grain elevating means arranged within the casing, and means operated from the elevating means and extending into the lifting leg for conveying grain from the latter into the path of the elevating means.

1,569,029. Grain Door. Henry L. Power, Brandon, Man. Secured to one end of the door is a bar having a series of longitudinally arranged holes formed therein; a guide on the side of the car, through which the bar passes, said guide having a longitudinally slot exposing the face of the bar; a lever pivoted on the side of the car; and a pawl loosely pivoted on one end of the lever, said pawl being guided by the sides of the slot and adapted to engage the holes in the bar.

1,568,267. Scalpers. Clarence W. Carter, Minneapolis, Minn., assignor to Carter-Mayhew Mfg. Co., Minneapolis, Minn. The machine comprises a drum-like rotary screen, means for delivering commingled stock in compact mass against the screen, and means for causing the stock to accumulate in compact mass within the screen, whereby said screen will fall over large and long foreign substances, while the main stock will pass through the screen to the interior thereof, and from thence out of the screen.

1,569,511. Conveyor Belt Tripper. Phillip Little, Jr., Minneapolis, Minn., assignor to Strong-Scott Mfg. Co., Minneapolis. The tripper comprises a suction air trunk having a rigid metallic intake, a rigid metallic pipe joint supported for movement over a floor, connecting means between the pipe joint and the intake, the connecting means permitting the movement of the pipe joint transversely of said intake to automatically separate the pipe joint from the intake when the pipe joint and support are moved transversely of the intake.

1,568,355. Belt Adjuster for Elevators. Arthur C. Van Houweling, Pella, Ia., assignor to Garden City Feeder Co., Pella. The elevator leg is formed with a door opening on one side and longitudinal slot on the opposite side adjacent

to the door, an elevator belt extended through the leg, clamps designed to be detachably secured to the end portions of the belt, rods extended through the slot and detachably connected to the clamps and two levers pivotally connected to each other and pivotally connected to said rods on the exterior of the elevator leg, for the purposes stated.

1,568,618. Grain Cleaner. Henry Ernest Pfaff, Hamburg, N. D. Conveyor belts are arranged near each other and coacting to carry grain between them to project the same into separating chamber means for driving the belts in unison and at uniform speed, with a converging grain guide in position to receive grain from the belts, a separating chamber into which the grain guide discharges, an air supplying means at the opposite end of the said separating chamber for forcing air against the grain entering the separating chamber, a plurality of spaced grain collecting means at the bottom of the separating chamber and discharge chutes connected with pairs of the grain collecting means.

1,568,253. Bean Separator. Frank Stuhr, Rhodes, Mich. An endless apron is trained over roller journaled for rotation in an inclined frame. A plurality of transverse strips are supported between the side bars of the frame, the strips being spaced longitudinally from each other, and disposed diagonally to the path of movement of the apron, flexible flaps on the under sides of the strips disposed adjacent the surface of the apron, a relatively short strip below the lowermost of the strips, the short strip being disposed diagonally and provided adjacent its free end with a bean hole of a predetermined size, and a guide finger carried by the end portion of the strip and disposed in association with the hole.

1,570,081. Grain Huller. Jas. J. Ross, Portland, Ore., assignor to the J. J. Ross Mill Furnishing Co., Portland. The huller comprises the combination of a horizontally disposed internally conical shell provided with a grain inlet and an outlet, and a rotatable drum having an external conical form corresponding to the internal form of the shell, with a series of separated, projecting, longitudinally disposed bars fixed in the inside wall of the shell, and a series of bars fixed in like manner in the outside wall of the drum, the opposing bar of the said two series being separated by a constant gap substantially equal to the average maximum dimension of a kernel of the grain which the machine is designed to hull.

1,569,561. Machine for Grinding Grain. Gustaf E. Miller, Stratton, Neb. This device comprises a casing having a substantially cylindrical body and end members at the ends of the body, a fan mounted to rotate within the casing, the ends of the blades of the fan passing in proximity to the inner wall of the cylindrical body but being spaced from the latter, and a grating covering the outlet opening, the grating comprising a plate having portions struck inwardly therefrom at intervals throughout its area to provide perforations and inwardly extending guard lips for the perforations, each of the guard lips having the free end thereof facing

the outer end portion of each blade of the fan, as that blade is moved close to the outlet opening of the casing during the rotation of the fan.

1,571,525. Conveyor System. Harry N. Middleton, Westville, N. J., assignor to B. F. Sturtevant Co., Hyde Park, Mass. The supply and delivery pipes are connected by a closed section having side walls aligning with the outer or non-adjacent side walls of the pair of delivery pipes, a switch damper mounted within the section having top bottom and side walls and open ends and providing a straight passage for the air and material, the receiving end of the damper fitting closely within the closed connecting section adjacent the supply pipe with the end of the supply pipe extending into the open end of the switch damper and the discharging end of the damper fitting closely one or another of the delivery pipes with a side wall of the damper engaging a side wall of the connection, and means for moving the switch damper to direct the material from the supply pipe into one or another of the delivery pipes.

Grain Trade News.

[Continued from page 173]

Seattle, Wash.—The Howell Grain Co. is a new concern here.

Seattle, Wash.—E. A. Webster took over the feed department of the Ryer Grain Co. Mr. Webster liquidated the company bearing his name which was recently separated from the Webster-Rathke Grain Co.

Mt. Vernon, Wash.—O. H. Seiple Co. of Bellingham has purchased the grain business and properties of the City Grain & Seed Co. The latter will engage in the seed business, also the Fisher Flouring Mills just sold out to them.

Seattle, Wash.—All activities of the Bungees in North America are being consolidated under the name of Bunge North American Grain Corporation, with headquarters in New York. Their only Pacific Coast office will be maintained here and I will represent them.—W. H. Foster.

WISCONSIN

Milwaukee, Wis.—The February rate of interest has been determined by the Finance Committee at 6%.

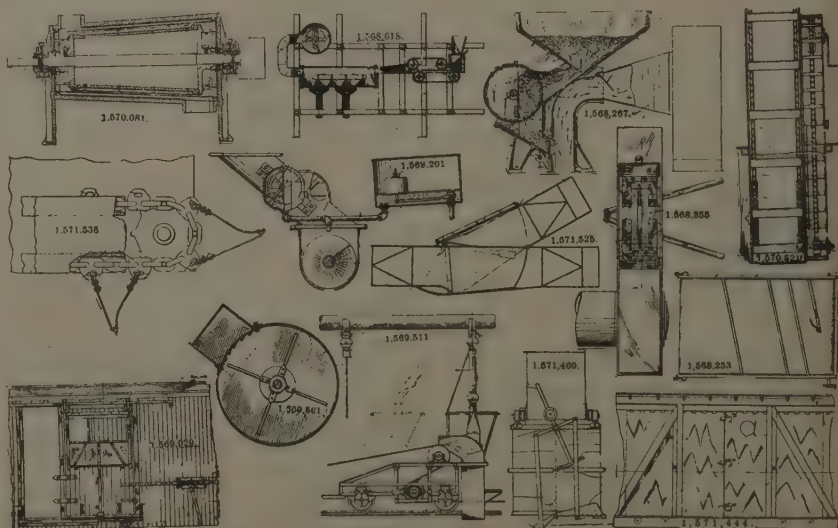
Milwaukee, Wis.—The mill of Bernhard Stern & Sons was slightly damaged by fire Feb. 2. Friction in the elvtr. leg supposedly started the blaze.

Milwaukee, Wis.—Jas. Lawrite succeeds Hugo Stolley as branch mgr. of the Henry Rang & Co. office here. The latter upon being elected pres. of the company moved to Chicago.

Colby, Wis.—A deal was consummated whereby Bernhard Hemmrick of Marathon City became the owner of the Colby Roller Mill. He has the properties in operation at the present.

WYOMING

Garland, Wyo.—A. D. Persson Elvtr. located here burned recently.



Smile Coaxers

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

Opposed to Stealing His Salary

My funniest experience in the grain trade occurred some time ago. I was sent by the company which employs me to a little western Kansas town to check out a buyer, who had quit and to await his successor. As there was no hotel accommodations there I secured board and room with a retired minister of the Gospel. The towns people were quite anxious to know who the new buyer was to be, and fully one-half of the male population of the town was after the job including the retired minister in whose home I was staying. One evening the minister informed me that he would like to have the job, but wished to ask me some questions regarding the duties of a grain buyer, saying that, "I have been informed that grain buyers are supposed to steal enough grain going over the scales to pay their salaries. If that be true I do not want the place."—A. K.

Why One Landlord Reversed

My funniest experience in the grain business occurred in Western Iowa, one wet fall when the corn did not mature, but the crop of small grain was fair. Real estate was low, the bankers, merchants and other creditors were uneasily grabbing for what they could get from debtors. A nervous undersized man drove up in a large touring car and immediately informed me that he had spent more than two days warning grain dealers not to buy corn from his renter, then he insisted on telling all about his renter—a doleful song.

I sized him up as a greedy grasper and berated him vehemently. I told him the Iowa laws enacted by the land grabbers were unfair to the tenants. I made him admit that his poor tenant had made an earnest effort to get a good crop, but that the weather was against him. I told him that everyone in his community sympathized with his unfortunate renter and would condemn any landlord who jumped on his tenant that year. I showed him we were sorry for the land worker and intended to write his renter and advise him how his credit was being destroyed by the landlord. I pictured the suffering of the tenant's little family and the decision of a jury if renter beat up the landlord for misrepresenting him, for he had not yet attempted to sell any portion of his small crop. I suggested he go to his tenant, give him another chance to make a success of the farm and both would be much better off. I said, that with real cooperation from the landlord the tenant might produce enough the following year to make up for the lean year, and anyhow he was fully entitled to some encouragement from the landlord.

Well, the Land Grabber wilted, he recognized the force of my argument. He admitted the tenant had nothing, so he could not hope to gain anything by crushing him.

Finally he turned to me and said, "Shake! Fellow, you are right. I was mad. I did not consider the renter." He drove away slowly evidently homeward bound. He did not stop at the other elevators.—D. M. McKenzie.

Acreage estimates for spring wheat, barley, oats, and other crops except cotton will be issued July 10 this year instead of July 9, as heretofore, the U. S. Crop Reporting Bureau has announced.

Fraudulent Misdescription of Lading

Paul Kuhn is under arrest by federal authorities following indictment for shipping corn and falsifying bills of lading so that it appeared as tho oats was being shipped. He is a former owner of the Union Elevator of Evansville, Indiana, and president of Paul Kuhn & Co. of Terre Haute, Indiana. He is said to own some 30 grain elevators in this state and in Illinois.

William True, traffic manager for the company was indicted with him. The two men are among some 75 individuals named in the late federal grand jury investigations held at Indianapolis.

The two are charged on 10 counts, the maximum penalty for any one of which is \$5,000 fine and 2 years imprisonment. Their bonds were placed at \$10,000 and \$5,000 respectively.

Refunds totaling close to \$4,000 were made by the Pennsylvania because of the alleged falsified bills of lading. The cars containing corn moved from Arthur and Waynesville, Ill., to Terre Haute, Ind., where corn was unloaded and oats loaded to comply with billing.

Supply Trade

Cut down sales resistance with advertising.

Sandusky, O.—On Feb. 1, Walter E. Lope-man was appointed advertising manager of the Sandusky Cement Co.

Canton, O.—Carter Miller, advertising manager, Timken Roller Bearing Co. confined to his bed for but a short time with pneumonia, died Jan. 9.

Chicago, Ill.—L. H. DesIsles, pres. announces the incorporation of the Western Fire Appliance Works under the name of the Zen-ly Thermometer Co.

Chicago, Ill.—Readers of Grain Dealers Journal who are interested in crawler cranes should have in their business library, Book No. 895, just issued by the Link-Belt Co.

Washington, D. C.—The Director of Specifications published in August, 1925, by the U. S. Department of Commerce lists approximately 27,000 existing specifications covering 6,000 commodities, that will be found very useful in connection with purchases.

Chicago, Ill.—The Willey Co. of Philadelphia, manufacturers of laundry drying machinery and the Ellis Drier Co. have consolidated as the Willey-Ellis Co., with executive offices in Philadelphia. The factories at Columbia, Pa., and Chicago will be continued.

The fellow who says advertising doesn't pay reminds me of the elevator man in Mendota, Ill., who told me the same thing—and in the same breath admitted that he had bought his custom feed grinding outfit because he saw the company's advertisement, and had written for further details.—Traveler.

New York, N. Y.—Perfect fitting of interchangeable parts of machinery from different shops will result from the work being done by the American Engineering Standards Com'ite in the standardization of limit gages. The com'ite's report provides a classification of the various kinds of fits from the loosest as used in agricultural machinery and similar equipment, to the "force or shrink fit" where, instead of fitting easily, the parts are pressed together under the enormous pressure so as to be rigidly attached to each other and to stay there through severe use, as with a locomotive wheel and its tire.

Dealer May Buy from Pool Member.

The temporary injunction restraining the Farmers Elevator Co. at Garden Plain, Kan., from buying wheat from members of the Kansas Wheat Growers Ass'n, which has been in effect since last August, was recently dissolved by Judge Everett Alexander in the District Court. A permanent injunction was denied.

The pool claimed the manager of the Farmers Elevator Co., J. L. Kepler, had influenced farmers to break their contracts, but Kepler denied this, stating he could not tell a member of the ass'n from a non-member. So far as he knew no member of the ass'n sold him wheat.

Representative Little (Kan.) has a bill before the House for consideration which would appropriate \$100,000,000 for the government to buy and store wheat, that prices might be stabilized. It must be approaching re-election time in Kansas.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—
NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

HESS WARMING & VENTILATING CO.

1207 So. Western Ave.
CHICAGO

Supreme Court Decisions

Assignment of Funds.—Receiving and filing by rice growers' association of an order of customer to pay amount due him for rice to bank was an acceptance thereof on its part, and order then became in legal effect an assignment of funds in hands of association to bank.—*Exchange Bank & Trust Co. v. Arkansas Grain Co. Supreme Court of Arkansas.* 277 S. W. 871.

Future Trading Tax Act Held Unconstitutional.—Future Trading Act Aug. 24, 1921, § 3, imposing tax on every privilege or option for a contract either of purchase or sale of grain, known as "privileges," "bids," "offers," "puts and calls," "indemnities," "ups and downs," held the imposition of a penalty, and unconstitutional.—*Trusler v. Crooks. Supreme Court of the United States.* 46 Sup. Ct. Rep. 165.

No Right to Rescind Sale of Machine After Trial Period.—Where buyer took stock feed grinder on 15 days' trial and test, it was not error, in an action brought by seller 8 months after date of sale, to refuse to submit to jury question of fitness of machine to grind snap corn, since buyer had waived right of rescission after 15 days by not providing for further test, and by signing renewal notes for purchase price.—*Mansfield Milling Co. v. Williams Patent Crusher & Pulverizer Co. Court of Civil Appeals of Texas.* 278 S. W. 343.

Liability of Debts in Excess of Charter Limit.—Where the articles of incorporation of a grain elevator company limit the amount of indebtedness which the company may incur, and its authorized officers incur an indebtedness in excess of such fixed amounts, and the company receives the full benefit thereof, and the company and its stockholders acquiesce in such transactions for a number of years, neither the corporation nor its stockholders can thereafter be heard to say that the transaction was ultra vires.—*Healy, Owen-Hartzell Co. v. Montevideo Farmers & Merchants Elevator Co. Supreme Court of Minnesota.* 206 N. W. 646.

Right of Way Lease.—Where plaintiff, on purchasing an elevator or ground leased from railroad under lease which exempted railway from liability for fire, and provided against assignment without consent of lessor, was informed that new lease was necessary and to have old lease cancelled, which was done, and railroad notified plaintiff that it was occupying without lease, plaintiff did not become tenant under lease, so that railroad was liable under Burns' Ann. St. 1914 § 5525a, for destruction of elevator by fire caused by sparks from its locomotive.—*P. C. C. & St. L. Ry. Co. c. v. Mexico Elevator & Live Stock Co. Appellate Court of Indiana.* 149 N. E. 573.

Consignee's Right to Examine Goods.—The consignee has the right to examine goods before accepting delivery; and this doctrine applies to interstate as well as intrastate shipments, there being nothing in the Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa) which restricts this right, and it also applies to carload lots. And while engaged in the reasonable exercise of this right of inspection upon the premises of the carrier, the consignee may not be considered as a trespasser or bare licensee, but is an invitee in the technical sense of that term. The duty of the carrier as to making delivery and providing opportunity for reasonable inspection prior thereto may be determined by the established custom and well-known usage which will be binding upon the shipper and the consignee; thus the place and time of inspection may be determined by the custom of usage.—*Mitchell v. Missouri Pac. R. Co. Supreme Court of Nebraska.* 206 N. W. 12.

Chattel Mortgages.—To constitute a valid chattel mortgage on crop to be grown by mortgagor during season named on a definite area of land, agreement must definitely and certainly state that lien is given, and describe crop to be grown, so as to give notice to the world that another than the grower is owner of crop until defeasance is accomplished.—*Corinna Seed Potato Farms, Inc., v. Corinna Trust Co. Supreme Judicial Court of Maine.* 131 Atl. 307.

Vessel Liable for Negligent Loading.—General custom will not justify method of stowage which is clearly injurious, and held, vessel loading wheat on ceiling of hold without dunnage during March, when high winds, which would cause vessel to blow her water, might be expected, was liable, notwithstanding prevailing custom to load in such manner. Prevailing usage involving negligent stowage held not implied in contract of carriage, in view of its repugnancy to express provision that exception relating to perils of sea should not apply unless owner had exercised due diligence to make vessel seaworthy.—*The Charles Rohde. U. S. District Court, Maryland.* 8 Fed. (2d) 506.

Bailee Cannot Give Title to Grain Receiver.—Where defendants, doing general grain commission business, advanced money to elevator owner under promise that grain deposited thereby plaintiffs are held by elevator owner as bailee should be consigned to defendants, who might sell it and reimburse themselves for money advanced, held that elevator owner, being merely bailee of such grain could not defeat plaintiff's right in such grain or create an equitable lien thereon except by sale in due course, and hence defendants, by their purchase thereof, which was not in due course of business, acquired no equitable lien.—*Sawyers Grain Co. v. Goodwin. Appellate Court of Indiana.* 146 N. E. 837.

Filing Claim After Six Months.—A provision in a B/L, "Claims for loss, damage or injury to property, must be made in writing to the originating or delivering carrier within six months after delivery of the property * * * or in case of failure to make delivery then within six months * * * after a reasonable time for delivery has elapsed," will not defeat an action by the consignor who makes his claim and brings his action more than six months after delivery of the property to the carrier, where the consignor has no knowledge within the six months of the failure of the carrier to make delivery and brings the action within six months after acquiring such knowledge.—*Director-General v. Oswald & Taube. Supreme Court of Ohio.* 149 N. E. 861.

Passing of Title.—When parties to a proposed sale of specific personal property execute a written contract, by which the property is sold to buyer and nothing remains to be done to identify the property, and contract expressly requires seller to hold possession without cost to buyer pending a future delivery, and nothing in the contract is inconsistent with immediate passage of title to buyer, the sale as between parties become executed upon the execution of the contract, and title passes to buyer at that time. The taking of shippers' order bill of lading by the seller, when it shipped the rice, and the making of a notation thereon allowing inspection of the rice by the buyer upon its arrival at destination, held not to affect the title which theretofore passed to buyer.—*Farmers' Rice Milling Co., Inc., v. Standard Rice Co. Commission of Appeals of Texas.* 276 S. W. 904.

Seeds

Lamoni, Ia.—The new feed and seed plant built for the General Supply Co. is now in operation.

Frankfort, Ky.—R. S. Scott recently moved his headquarters here from Forks of the Elkhorn.

Jefferson, Ia.—A field seed department is to be opened by J. T. Carey, mgr. of the Farmers Elvtr. Co.

Dimmitt, Tex.—A new and larger grading and cleaning machine was just installed for the Joe Hastings Seed Co.

Geneseo, Ill.—The Henry County Farmers Co-op. Seed Co. just installed a new seed corn germination room capable of handling 300 bus. at one time.

Madison, Wis.—The state seed purity and germination law is causing much consternation as construed by John Callahan, state superintendent of public instruction.

San Francisco, Cal.—Frank A. Cousins, formerly connected with the Occident Grain & Elvtr. Co. of Minneapolis, is now associated with the Sevin-Vincent Seed Co.

Council Bluffs, Ia.—The DeGeorgi Bros. Seed Co. is defendant in a suit brought by the Scandinavian Seed Co. to recover on an account. Defendant denies the account.

Nashville, Tenn.—L. H. Hitchcock & Sons, Inc., well known seed jobbing house, has moved its headquarters to its new home. The old location was utilized as headquarters site for nearly half a century.

Orange, Conn.—Watson S. Woodruff, Jr., is still in the hospital as the result of the accident he survived. He remains paralyzed from below the shoulders down. However it is hoped that the deathly grip of the malady may soon break. He never lost control of his reasoning faculties, despite the agony he has suffered.

Bridgeport, Kan.—The sudan seed market is due for a shake-up later in the season, as I have sized it up. Terminal receipts are about one-half last year. The quality averages poor. Middlemen have very little on hand. Bids to the country are low, and much of the supply is being fed to live stock.—Carl Wheeler.

Seed Movement in January

Receipts and shipments of seeds at the various markets during January, as compared with January, 1925, were as follows:

	FLAXSEED		Shipments	
	Receipts	1925	1924	1925
Chicago, bus...	61,000	58,000	2,000	2,000
Duluth, bus...	99,179	156,860	214,694	296,701
Milwaukee, bus...	14,700	141,570	2,860	...
Minneapolis, bus...	374,810	1,244,070	96,050	170,170
Montreal, bus...	65,769	1,900	...	...
New York, bus...	15,000	280,500	...	...
Superior, bus...	62,922	131,946	5,181	49,171
SORGHUMS, KAHR AND MILLO, AND CANE SEED				
*Cincinnati, bus...	4,200	1,400	...	...
†Ft. Worth, cars	125	212	3	...
†Ft. Worth, cars	528	279	6	...
*Hutchinson, bus...	159,900	309,400	...	...
*Kans. City, bus...	417,800	638,100	246,400	306,000
*Kans. City, bus...	35,100	39,000	...	...
†New Orleans, cars	5	23	...	...
*St. Louis, bus...	58,800	117,600	52,800	161,720
†Wichita, bus...	4,800	13,200	...	2,400
†Wichita, bus...	7,200	98,400	2,400	62,400
†Wichita, bus...	8,400	8,600	3,600	1,200

*Kahr only. †Milo only. ‡Cane seed only. §Sorghums only. †Kahr and millo.

	CLOVER AND ALSIKE		TIMOTHY	
	Receipts	1925	1924	1925
Chicago, lbs...	1,084,000	1,500,000	1,730,000	1,117,000
†Milwaukee, lbs...	455,500	515,311	513,094	293,720
†New York, bags...	...	1,470	4,787	3,299
Toledo, bags...	8,998	3,385	3,775	3,840
*Toledo, bags...	367	1,834	304	147

*Alsike. †Clover seed only.

	CLOVER AND ALSIKE		TIMOTHY	
	Receipts	1925	1924	1925
Chicago, lbs...	2,490,000	2,138,000	364,000	1,485,000
Milwaukee, lbs...	408,000	307,975	30,000	83,490
Toledo, bags...	1,048	1,522	490	436

Railroad Claims Collected

Send in Claims of every description. No Collection. No Pay.

The Security Adjustment Co., Inc.

332 Builders Exchange Bldg., MINNEAPOLIS, MINN.
References: Any bank, mercantile agency, commission firm or Editor of this publication.

Chicago, Ill.—The Albert Dickinson Co. filed trademark Ser. No. 221,243, the words "Green Cover," particularly descriptive of grass seeds.

Chicago, Ill.—The annual convention of the American Seed Trade Ass'n is to be held here June 29, 30, and July 1, according to the recent decision of the executive comite. Headquarters will be selected later.

Stage is all set for a big seed business this spring. Many dealers feel confident that the imported seed in this country will be readily absorbed. Many, many sections will buy imported or go without, the scarcity of domestic being so acute.—J. F. Zahm & Co.

Washington, D. C.—The Zenith Lawn Accessories Co. has been forbidden the use of the mails. The unscrupulous concern, headed by Allen W. Miller, distributes meadow fescue seed for lawn grass seed. No headquarters are maintained, the business being handled by public stenographers throuth the country.

Washington, D. C.—The U. S. Dept. of Agriculture is preparing regulations covering the extension of the Federal Warehouse Act to include field seeds (including timothy, red top, alfalfa, and clover, etc.) stored in public warehouses. Loans on the basis of the federal warehouse receipts could thereby be negotiated. Tentative drafts will be submitted interested persons.

Mt. Vernon, Wash.—The City Grain & Seed Co. has just disposed of its feed business and property. However, the seed end of the business will be continued under the old corporate name by the proprietors, Messrs. Hayton, Christensen, Lindbloom and West. The sale entailed the transfer of about \$50,000. A new building to shelter the company's new machinery is to be erected as soon as plans can be decided upon. The company also plans to build a 90x150 ft. brick and tile seed cleaning plant this summer. The plant of the Fisher Flouring Mills was just purchased.

Brooklyn, Mich.—Fire destroyed the 80x40 ft. 2-story main pop corn shelling plant and a frame warehouse adjoining (where 3,000,000 lbs. of corn were stored) of the Hart & Howell pop corn establishment on Jan. 26 at a loss of \$75,000. The company's office; several corn cribs, and about 1,000,000 lbs. of corn stored in smaller cribs some distance away from the main warehouse were not damaged by the fire. A new piece of expensive machinery just installed was ruined in the conflagration. Mgr. Eben Horning states that the company will rebuild immediately. In August, 1924 the nearby plant of the National Grain Products Co., also packers of pop corn, was swept by a fire that did about \$75,000 damage also. At that time corn stored in the bins on the adjoining property of the Hart & Howell Co. was popped by the heat of the fire. The National Grain Products Co. never rebuilt.

Imports and Exports of Seeds

Imports and exports of seeds for December, compared with December, 1924, and for 12 months ending with December, are reported by the Bureau of Foreign and Domestic Commerce as follows:

IMPORTS				
	December—	1924	10 mos. ending Dec.	1924
1925	1924	1925	1924	
Alfalfa, lbs....	689,646	178,268	2,504,924	8,348,447
Beans, lbs....	10,393,853	6,233,293	86,721,266	68,087,958
Peas, lbs....	3,585,968	2,759,126	24,006,608	24,836,297
Clover, lbs....	7,227,023	2,892,777	36,161,071	42,954,552
Grass seed, lbs.	471,623	456,140	3,496,564	3,253,167
EXPORTS				
Alfalfa, lbs....	508,645	17,385	1,332,992	363,269
Beans, bus....	103,954	71,638	498,969	605,584
Peas, bus....	19,510	7,761	69,211	76,918
Clover, lbs....	197,335	154,405	1,137,219	1,648,070
Timothy, lbs....	1,124,699	979,479	12,484,508	16,535,051
Other grass seed, lbs....	648,474	554,236	5,605,583	4,070,332

Going After Smut Earnestly.

Chemical treatment of every bushel of seed grain to be planted in the Northwest during 1926 is the goal of the Northwest Grain Smut Committee in its educational campaign to fight the stinking smut menace.

Experts from the colleges of agriculture of Minnesota, North and South Dakota, and Montana, and the United States Department of Agriculture, have pointed out that the only certain preventive of the disease is treatment of the seed just prior to spring sowing.

Two methods of seed treatment have been approved by the advisory committee of the Northwest committee. Dusting with copper carbonate is recommended for wheat; dipping in or sprinkling with a formaldehyde solution is suggested for seed oats and barley. Members of this advisory committee are: Dr. E. C. Stakman, plant pathologist, and R. C. Rose, extension agronomist, University of Minnesota; H. O. Walster, dean of the agricultural college; Dr. A. N. Hume, agronomist and Ralph Johnston, extension agronomist of South Dakota Agricultural College; A. J. Ogaard, extension agronomist, Montana College of Agriculture, and R. H. Black, marketing specialist, U. S. Dept. of Agri.

Treatment information, describing in detail the two methods of treatment, has been spread over the entire Northwest through the medium of 250,000 six-page folders. Thirty-five thousand two-color posters have been hung in virtually every store window, elevator, bank and railroad station in the four states. This poster describes the ravages of grain smut, and gives methods of prevention.

Bankers and business men are co-operating with railroad development agents in arranging special seed treatment demonstration meetings. Many of these meetings are county-wide and include most of the agricultural population of the community. Elevator men are recommending that the farmers who haul grain to

their elevators treat every bushel of seed planted. The grain men in every locality are joining in spreading the gospel of a smut-free grain crop for 1926.

Letters from elevator men received at the office of the committee in Minneapolis, indicate that great interest is being displayed by the farmer in the copper carbonate dusting treatment for wheat seed. The dusting machines are comparatively inexpensive compared to the high prices paid for smut-free grain. Many farmers in various sections of the Northwest are banding together to buy such machines cooperatively.

Losses through grain smut for the Northwest have mounted to \$8,000,000 according to the latest reports received at the office of the committee from local elevators in the four states. It is expected that the loss will run much higher when the bins of the local elevators are empty and the entire 1925 crop is at terminal markets.

Seven railroads in the territory are assisting the committee through their agricultural development agents, who have been delegated for special smut prevention work. These men are now visiting business men and elevator men in the towns along the lines, enlisting them to aid in the organization of their county.

Big Wheat Losses from Smut

Farmers in Montana, North Dakota, South Dakota and Minnesota lost millions of dollars in 1925 from stinking smut in their wheat, says the U. S. Dept. of Agri. Estimates made last summer showed an unusually large percentage of this smut, reaching 9 per cent in Montana, 1.5 per cent in North Dakota, 2 per cent in South Dakota and 0.2 per cent in Minnesota. This abundance of smut in the field naturally resulted in a smutty crop on the market.

If the wheat coming to market is so smutty, that saved for seed must also be smutty, and if sown without treatment it will under favorable conditions, produce a still smuttier crop in 1926. This smut is easily controlled by seed treatment, and it is recommended that every spring-wheat farmer treat his seed. Growers of hard red winter wheat are also advised to take precautions as it has been found to have unusual smut infection.

A simple treatment is suggested. Apply 2 ounces of copper carbonate dust to each bushel of seed wheat. Stir until each kernel is covered with the dust.

Short Course on Grain Grading

On account of the apparent lack of uniformity in determining market grades of grain the Agronomy Department of the School of Agriculture at Purdue University has decided to offer a three-day short course of instruction to grain buyers on March 16, 17, 18, 1926.

Many samples of grain have been sent to the crops laboratory for determination of grade and it is felt that there is a need for more definite knowledge along this line by those who purchase grain. The course of instruction is directly under the guidance of Professor F. E. Robbins and he will be assisted by Mr. H. A. Rhoades and Mr. C. S. Russell, from the U. S. Federal Grain Supervision office at Indianapolis.

The Agronomy Department is fully equipped to give instruction in methods of grain grading. It has all the equipment that is to be found in a grain inspector's office, namely; moisture testers, grain sieves, Boerner sampler, docking machine, testing buckets, balances, etc.

The Seattle Merchants Exchange Ass'n was designated as a contract market on Jan. 29 by Sec'y Jardine. This permits trading in grain futures.

SMITE THE SMUT

AND PLANT

Clean Wheat Seed

BY THE USE OF

Corona Coppercarb

Trade Mark Reg. U. S. Pat. Office No.
169,736, Oct. 3, 1922

Produced especially for treating wheat seed, giving protection at lowest cost.

*Largest and Most Progressive
Growers Have Rendered
the Verdict.*

Send for directions, testimonials
and prices.

PITTSBURGH PLATE GLASS CO.

Corona Chemical Division

MILWAUKEE

WISCONSIN

Insurance Notes.

"Cob and Dust Storage" is a valuable little leaflet distributed by the Mutual Fire Prevention Bureau, Chicago, describing and illustrating approved methods of handling these troublesome wastes.

Take a look at the water barrels this freezing weather. If frozen, add calcium chloride or salt. The water barrel or the fire extinguisher saved 22 elevators in 1924 insured for \$188,660 in the Grain Dealers Fire Ins. Co.

"Good Resolutions" for 1926 is a timely placard sent to country grain buyers by the Grain Insurance & Guarantee Co., of Winnipeg, containing five pledges for fire prevention that can be carried out by elevator managers.

George Bigge started to serve his penitentiary term during the last week of January. The Stockton (Kan.) grain dealer set fire to his house after having shipped out 11,000 bushels of stored wheat that he might tell the owner the grain was destroyed.

The National Fire Protection Ass'n thru its dust explosion hazards com'te, in session at the Hotel Pennsylvania at New York City, adopted standard regulations for the prevention of dust explosions in terminal grain elevators, feed and flour mills, etc.

John Jepson, an employee of the Great Northern Elevator, was awarded back compensation amounting to \$1,049 and a weekly pension of \$18.20 by the Wisconsin Industrial Commission for having supposedly contracted tuberculosis while in the elevator company's employ.

A Fire Loss is a direct loss whether or not insurance foots the bill. When no insurance is carried and property is destroyed by fire, the owner is out the amount of the loss and the general public also loses because productive capital has been wiped out. When insurance is carried, the policy holders, who are the general public, furnish the funds to pay the losses, and productive capital has been wiped out just the same.

Testing the pop-off valve on the compressor tank of your air-dump is a mighty healthful precaution to take regularly. While the state of Minnesota has a state boiler inspector who makes an annual tour to guard against explosions from this source, it is vital that periodic tests be made oftener, preferably weekly. One hundred pounds pressure is ample. On a recent call on the Farmers Elevator of Strickney, So. Dak. the pressure tank was found to register 180-lbs., while the tank of one of the line company elevators at Raymond, So. Dak., showed twice too much pressure. One's life is endangered by neglecting this precaution. Insurance companies always watch out for this hazard.

N. S. Beale, of Tama, Ia., was chosen as sec'y of the Western Grain Dealers Mutual Fire Insurance Co. at a meeting of the directors Jan. 20. He succeeds the late Geo. A. Wells, who was sec'y since its organization a quarter-century ago and who passed away

last Oct. 27 of uremic poisoning. S. W. Wilder of Cedar Rapids was elected to succeed M. E. De Wolfe of Spencer as treasurer. The latter held that appointment for 15 years. Jay A. King was re-elected president, as was S. T. Sager, ass't sec'y. P. J. Harvey of Gowrie was named vice-president and David O. Milligan of Jefferson was made an ass't sec'y. C. C. Belz of Conrad, and Geo. Moulton of Fonda, were elected to the board of directors. N. S. Beale and M. E. De Wolfe were re-elected thereto.—P. J. P.

Spontaneous Combustion in Coal

By H. C. LEE OF MUTUAL FIRE PREVENTION BUREAU

Bituminous coal is subject to spontaneous combustion under certain conditions. We offer the following suggestions for safety in storing it. Each case should be considered and treated separately but the following are the general suggestions:

1. Store coal, if possible, well away from the main buildings of the plant. Avoid piling it against frame buildings. The storage ground selected should not be of a marshy nature or subject to excessive drainage from other sources. Avoid the admission of air to the interior of the pile through interstices around foreign objects such as timbers or irregular brick work, or through porous bottoms such as cinders.

2. Do not store near external sources of heat even though the heat transmitted be only moderate.

3. The height of the piles should be limited to 12 feet with a maximum of 15 feet for exceptional conditions.

4. The coal should be piled so that the lump and fine are as evenly distributed as possible. If the lump is allowed to roll down from the peak it will form air pockets at the bottom of the pile, where gas is apt to form.

In coal with a tendency toward heating the temperature rises are comparatively gradual and if detected in time complete combustion may be prevented by rehandling. If the ignition point is reached, a fire may burn for a considerable time in the interior of the pile before it becomes apparent from the outside. For the detection and prevention of fire, the installation of hollow iron pipes staggered every 30 feet through the pile, driven within a foot or so of the bottom, will permit the lowering of a thermometer. These pipes should be pointed and closed at the bottom to facilitate their installation and they should be provided with a stopper for the opening at the top to prevent the admission of air.

In 1915 the Pennsylvania Railroad Co. laid in at about twenty different stations a supply of a million and a half tons of bituminous coal. In over a year not a single loss from spontaneous combustion was experienced, believed to be attributable in a large measure to the adoption of certain precautions, the principal ones being outlined above.

Where pipes are installed it is good practice to take temperature readings three times a week during the warmer months and once or twice a month during the winter. In the Pennsylvania report it states that readings were taken daily at several points where the coal was stored near shop plants. The charts for these daily readings for nine months show many interesting facts. For instance, in one pile of coal where the readings in 19 of the pipes were almost identical, in three of the pipes in the same pile the temperature showed an average excess of 20 degrees over that in the other pipes. This is believed to have been due to marshy ground under that portion of the pile in which the three pipes were located.

At another storage point where the temperature averaged about 40 degrees in 27 of the pipes, at one pipe in the pile a temperature of almost 50 degrees above the average was recorded, with a maximum of 112 degrees. This condition was thought to be caused by a collection of gases in a pocket formed by large lumps

of coal. The maximum temperature allowed was 150 degrees, or if the temperature remained constant at an unusually high point, instructions were issued to rehandle the coal. Once rehandled, coal seldom heats spontaneously again, although there are cases when it has done so.

Annual Statement Grain Dealers Fire Ins. Co.

The 23d annual statement of the Grain Dealers National Mutual Fire Ins. Co., Indianapolis, Ind., shows that on Dec. 31, 1925, the company had \$136,117,160 of insurance in force, a satisfactory increase of 10 per cent over the amount of business a year earlier.

The company's total available assets are \$1,926,409.43, composed of \$155,275.23 cash in banks, \$305,900 in government bonds and certificates, \$872,989.14 in municipal bonds, \$509,504.47 in first mortgage loans on farm lands, \$47,982.63 of uncollected premium deposits and renewals, and \$34,757.96 accrued interest.

The reserves for possible liabilities amount to \$792,805.70, including \$528,073.67 in unearned premium deposits, and a voluntary reserve of \$200,000 set aside to meet any special contingencies which may arise. Deducting the reserves from the total available assets leaves a surplus of \$1,133,603.73.

During the year the special contingent fund was increased \$100,000 and \$213,463 was added to the total available assets. The surplus would more than pay two years of the heaviest losses without collecting a cent.

Books Received

COMMERCIAL FERTILIZERS for 1926 give prospective fertilizer consumers advance information with regard to the composition of the various brands to be offered for sale in Maryland in 1926. Bulletin No. 115, 23 pages; University of Maryland, College Park, Md.

FARM STORAGE AS A FACTOR IN MARKETING is the subject of a study by R. M. Green of the Kansas Agricultural Exp. Station, indicating that the Kansas farmer has been marketing 20 to 30 per cent of his crop out of the season of mill and export needs. On account of limited elevator storage space the author finds farm storage an economic necessity, and that the proper economic function of the elevator is to handle rather than store. About 5 per cent of the farmers have no storage space. Bulletin 229, 32 pages; Kansas State Agricultural College, Manhattan, Kan.

THE WHEAT-STEM MAGGOT, Bulletin 217 of the Zoology-Entomology Dept. of the Agricultural experiment station of the South Dakota College of Agriculture and Mechanic Arts, Brookings, declares that the wheat-stem maggot is the young or larval form of the fly *Meromyza americana* Fitch (order) Diptera (family) Chloropidae. It attacks not only wheat plants (including Marquis, Preston, Acme, Turkey, Minhard, Minuturki, Prelude, Kota, Pioneer, Ruby, Station red, Kubanka, Wild Goose, Ghirka, Castillone, Black Don, Monad, Pellis, Mindum, Arnautka, Plerson 999, Disco, Kanred, Kitchener, Red bob, Red rock and Bluestem), but also rye (summer and fall), barley (both two and six-rowed), emmer, timothy, oats, and certain species of native grasses (namely quack, slender wheat, Western wheat, wild rye, and brome grasses, also wild barley, green and yellow foxtail). Records in South Dakota show an annual loss to cereal crops of from less than one to fifteen per cent. Both spring and fall sown grain are attacked. The wheat-stem maggot is widely distributed over South Dakota. The insect occurs wherever it can find certain native grasses or cultivated cereals in which to breed. It is generally conceded that the pest is a native of North America, having had its origin in the southern portion of the continent. Such measures as rotation of crops, trap crops, destruction of volunteer grains and grasses, and the late planting of fall grain aid greatly in suppression of the pest, according to this text. Poisoned baits are to a degree effective, but, at present, because of labor and expense, are not recommended by the author, G. I. Gilbertson.

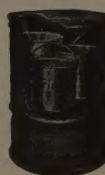
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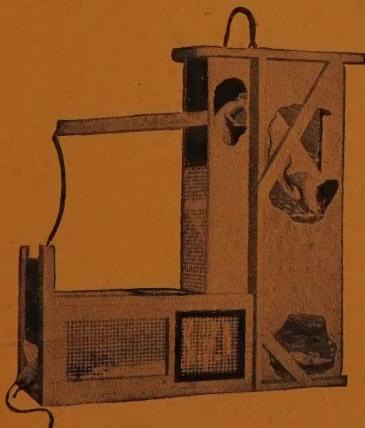
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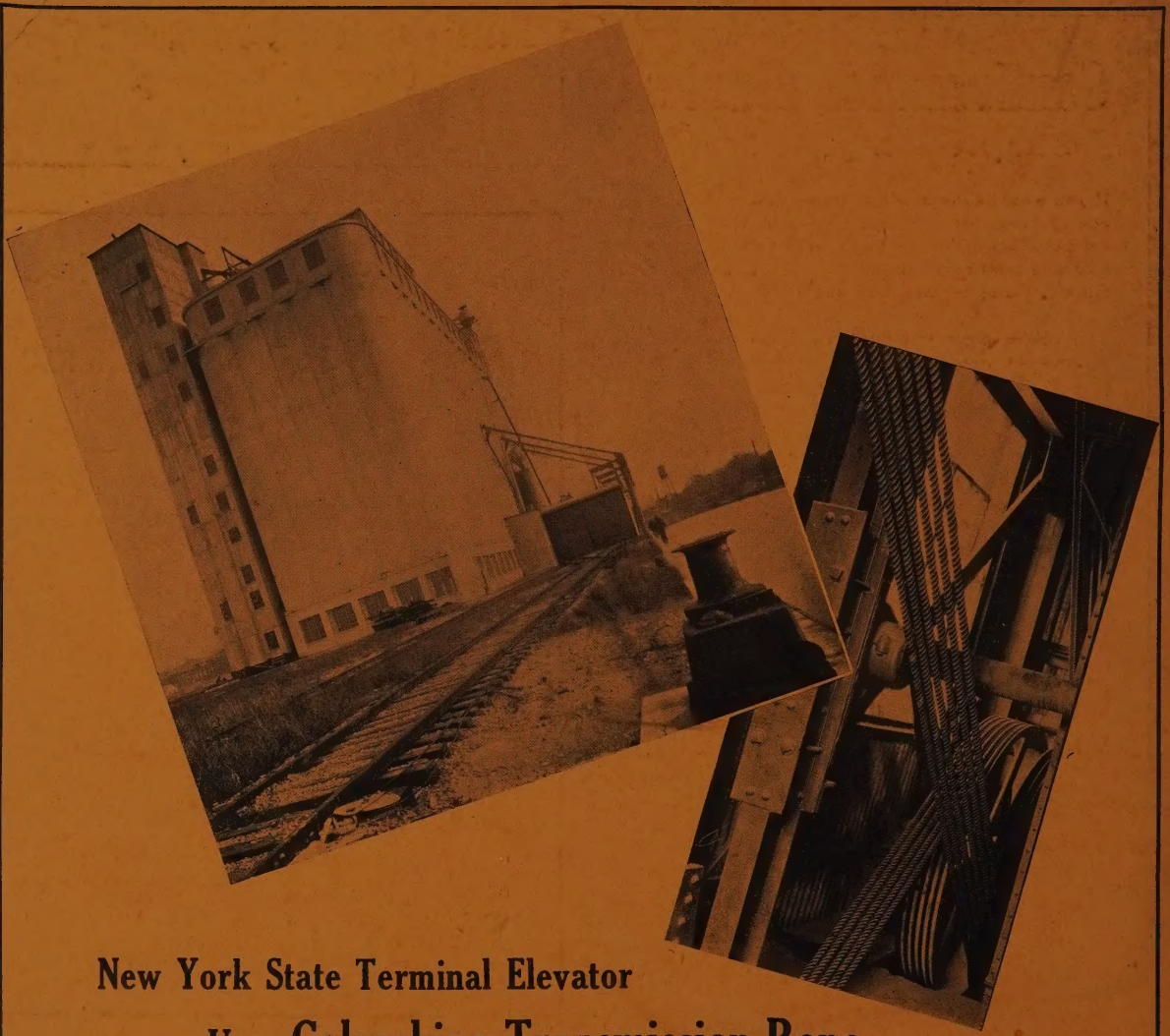
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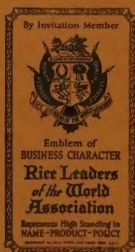
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